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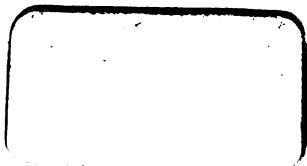
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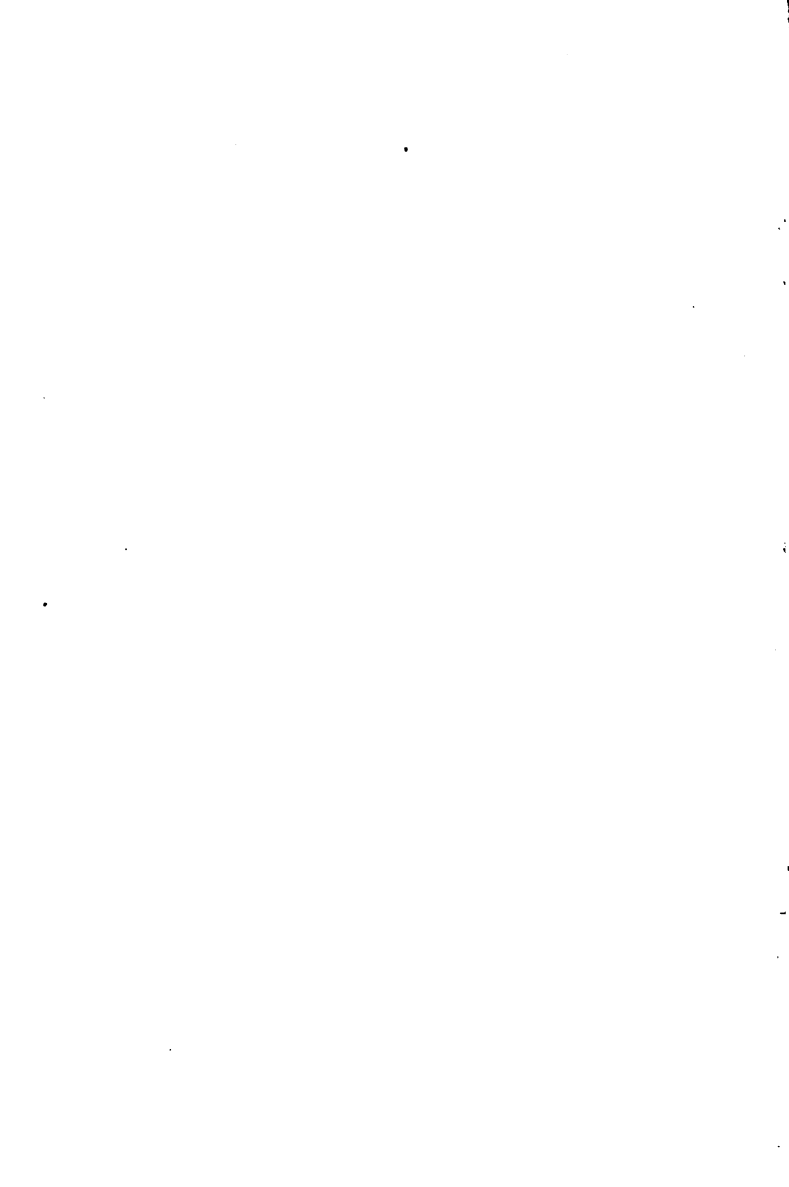
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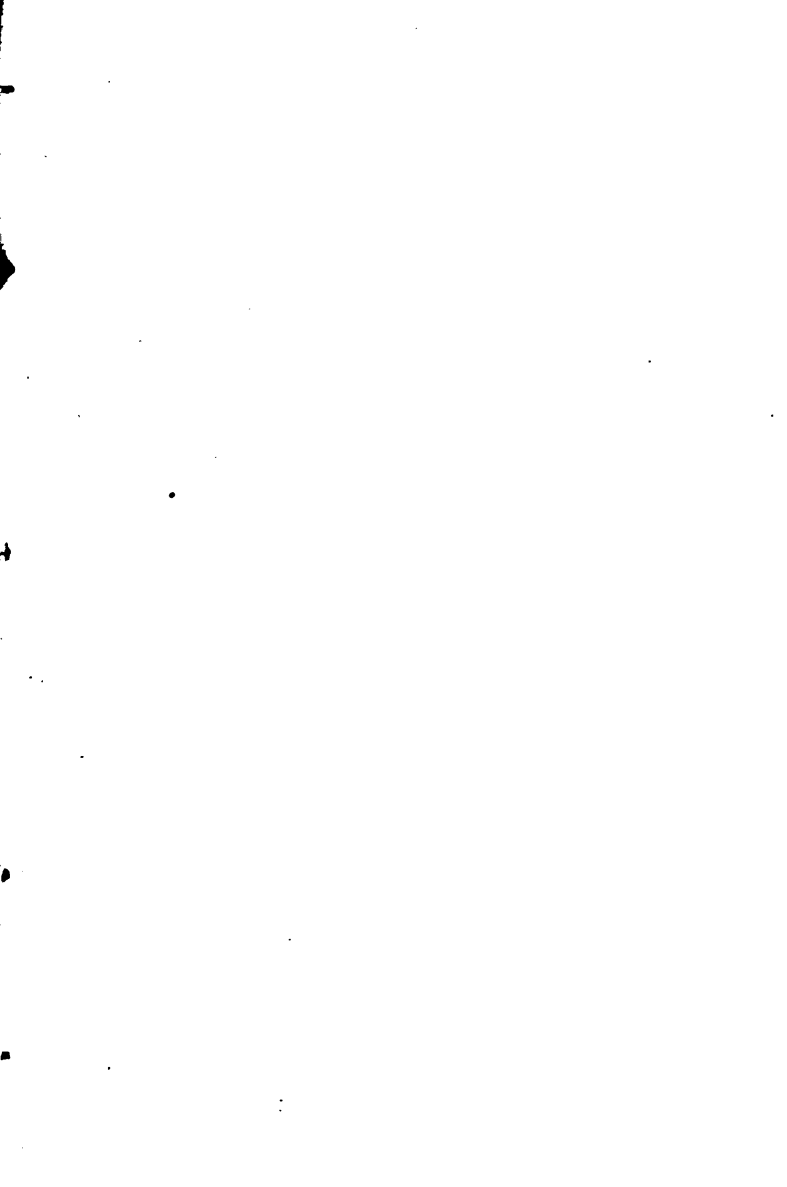
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EGYPT—THE SPHINX OF GIZEH





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THE MEDITERRANEAN TRIP

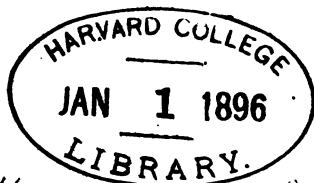
A SHORT GUIDE TO THE PRINCIPAL POINTS
ON THE SHORES OF THE WESTERN MEDITERRANEAN AND THE LEVANT

BY
NOAH BROOKS

WITH TWENTY-FOUR ILLUSTRATIONS
AND FOUR MAPS

NEW YORK
CHARLES SCRIBNER'S SONS
1895

4328.95
I. 1716--



Mary Osgood fund.

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TROW DIRECTORY
PRINTING AND BOOKBINDING COMPANY
NEW YORK

THE Mediterranean Trip usually includes the following named ports : Ponta Delgada (Azores), Funchal (Madeira), Gibraltar, Algiers (and possibly Tangier), Genoa, Villefranche (for Nice), Malta, Alexandria (for Cairo), Jaffa (for Jerusalem), Smyrna, Constantinople, Athens, Messina, Palermo, and Naples. Variations are sometimes made from this itinerary ; but the ports above named are usually visited in these pages in the order of their mention. The author of this little book has been over the route herein described and has visited the ports referred to. It has been his aim to furnish the American tourist with sufficient information to guide his steps in the countries visited, so that he may make the most of his time, always presuming that his time will be limited, and that only the larger details for each short sojourn are required for the use of the reader.

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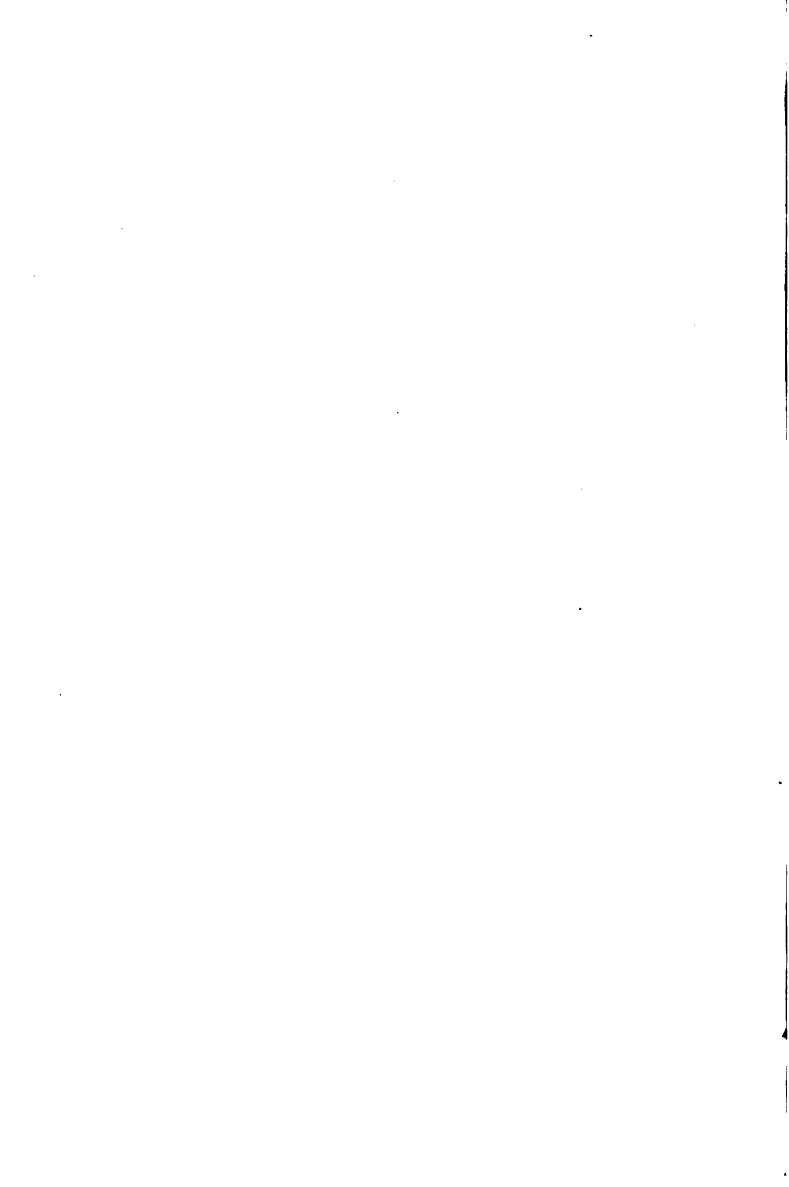
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THE MEDITERRANEAN TRIP



THE MEDITERRANEAN TRIP

PRELIMINARY SUGGESTIONS

As many persons make the Mediterranean trip to escape the rigors of an American winter, they are apt to lose sight of the fact that winter in the south of Europe and along the northern coast of Africa may sometimes bring very cold days. It is necessary to be provided with warm clothing. The same sort of garments that one would wear in New York, or any other North Atlantic city, during the winter, will surely be required on the Mediterranean trip. Lighter under-clothing, or, what is better, a lightweight suit of clothes, may be needed in Egypt; but even in the North African regions the nights are cool, and occasions when a thin suit of clothes will be needed are very rare. An overcoat is indispensable for the ocean passage, and sometimes it will be found a necessity in the ports of Southern Europe. A suit of clothes that may be worn on deck without fear of spoiling, a better suit for semi-dress and shore duty, and possibly an evening dress-suit for use in foreign ports, will carry one comfort-

ably through the entire trip. If you do not propose to attend any grand functions in foreign parts, the dress-suit will not be needed.

Ladies will require at least one good travelling dress of some dark material—serge or flannel preferably, or some stuff that will not be ruined if occasionally dashed with salt-water ; a black silk dress is *de rigueur* wherever you go on this trip ; with it, a lady is always in full dress. For use on ship-board, thick boots, yachting caps, Tam-o'-Shanters, and similar close-fitting head-gear are indispensable. Stiff hats of any sort, for women or men, are out of place at sea.

For many people, sea-sickness is inevitable. The best medical authorities agree that, like any other sickness, it is to be avoided if possible. Do not, therefore, delude yourself with the notion that sea-sickness will do you good. Have the system in good order before sailing. A voyage undertaken after days of work and worry in getting ready to sail, or after a series of heavy dining and wining parties, is sure to be uncomfortable. Take life as easily as possible before going aboard ship ; and have the digestive organs in good condition by means of gentle purgatives and the use of a plain and simple diet for a day or two before sailing.

In the multitude of so-called preventives, it would be useless to attempt to select one that may be infallible. Different constitutions require different remedies. Anything that will warm and stimulate

the stomach may be regarded with hopefulness by the sea-sick sufferer. A few drops of camphor, or a teaspoonful of Jamaica ginger, in water, will be highly recommended by many who have used these with good results. Champagne mixed with a plenty of finely cracked ice has been found efficacious in many cases. The use of bromides, under the direction of a competent physician, is also recommended.

But, above all other things, avoid thinking or talking about sea-sickness. Consider that you are the certain exception to the general rule of seasickness, and that you are not to be sick, under any circumstances whatever. If you do succumb, or find yourself going, take to your berth and fight it out with the best means at hand. The motion of the ship is less noticeable while one is lying flat on one's back than when in any other position. Beware of leaving the stomach entirely empty, no matter how little it may crave food. An empty stomach wrung and strained with nausea will be a source of pain long after the active sickness has ceased to be. Eat the simplest food obtainable on board ship; take an occasional cup of hot tea; and as soon as possible, get on deck where you are not exposed to the wind, and, keeping your eyes from the yeasty waves that tumble around the ship, inhale the fresh air and turn your thoughts to other things than sea-sickness. The first spasms of the illness of the sea may be endured in the privacy of

... more readily in

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... to be spent under
... gold or silver, will be
... on a German ship. But
... can be changed into the desired
... by the purser or the
... if you have not provided your-
... of the realm. In
... it is important that you provide your-
... of change current in each of those
... Avoid, as far as possible, taking change
... porters, cabmen, and small traders. They

will cheat ; or they will declare that they have no small change, and so will steal from you.

Money changers are numerous in all the cities of the Levant. They are not all dishonest ; but it is better for the tourist to procure his small change from the ship, or from his banker. English and French gold may be readily changed into Turkish, Egyptian, or Greek money at any reputable hotel, or at any banking-house ; and the traveller should be careful to avoid carrying away from any port much of the currency peculiar to that country. Gold and silver that pass readily in Italy or Egypt may be worthless in any other country, for example.

Gratuities, or tips, are expected on the ships engaged in the Mediterranean pleasure traffic, but no basis of calculation has yet been established ; and so it is more difficult to say what would be fair and generous on the Mediterranean trip than it would be for the ordinary transatlantic voyage. Passengers on transatlantic steamers are usually expected to give their table and room stewards a half-sovereign, each. But the Mediterranean trip lasts eight or ten weeks, instead of five or ten days ; and although the amount paid to the servants on a transatlantic voyage may serve as a basis of calculation, it would be manifestly too small for the compensation of the attendant who goes with you around the Mediterranean. It is worth while to bear in mind that the servants on most of these

steamship lines are underpaid by the companies. It is apparently expected that the passenger will pay the wages of the stewards, from those who "stand and wait" down to the lowest menial on board ship, provided this last comes under the eye of the so-called patron of the line. When a band is organized for the alleged amusement of the passengers, a subscription is made up for the members thereof. It is not necessary to specify the number of persons who expect gratuities from each passenger; there is little danger that their claims will be overlooked. One word more: Be as generous as your purse will permit.

In foreign ports, more especially in Naples, Algiers, and in the cities of Egypt, beggary is rife and importunate. Backsheesh is the great nuisance of the last-named country. It is useless to attempt to satisfy the demands of any of these poor creatures who pursue you from the moment you set foot upon their soil to the last instant of your stay. It is no kindness to give; and the tourist must beware of allowing the beggar to establish a claim for compensation for pretended services. At the Pyramids, for example, a Bedouin will remove a pebble from your path and thereby put you under obligation to him for services rendered. But most of the demands of the Italian and the Egyptian beggar are simply brazen requisitions for coin as a gift. Travellers have exhausted language in efforts to describe these impudent and importunate demands; possibly

their importunity has been somewhat exaggerated ; but if the stranger will keep his temper, never get excited, and never use violent language toward the beggars and backsheesh-hunters, he will have very little difficulty in escaping from them without loss.

In foreign hotels the system of tipping is tolerably exact. The *portier* is an important personage in all the hotels on the continent of Europe and in the cities of the Levant. The clerks and the manager's staff are not readily accessible. The *portier*, gold-laced and affable, speaking a variety of languages, is always *en évidence*. It is he who imparts information of every possible kind, mails your letters, sells you postage-stamps, attends to every want, listens to every complaint, and smooths the way of the stranger in a strange city. He expects the largest fee. After him come the table-waiters, the valet de chambre, the chambermaid, the boots, and the hall-boys, or messengers. The cab-driver, by whatever name called, also comes in for his fee ; and the attendants in all galleries and other public places stand in an habitual attitude of expectancy. The good sense of the tourist must guide him in his treatment of all these people ; after a while, experience, which is the best teacher, will direct his judgment and enable him to give with discretion and discrimination.

On the Mediterranean trip, as on any other foreign tour, expenses on shore, including railway fares, may be estimated at five dollars a day. But

this is an allowance only for the actual cost of travel and sightseeing. Purchases, luxuries, and accidents lie outside the five-dollar limit.

Passports are not so frequently required in foreign parts as formerly. Even in Turkey, where they were until very recently absolutely needed, they are seldom called for by the authorities, except in the interior of the country. In Alexandria, unless the usage has been lately changed, an ordinary visiting-card is all that is demanded of the stranger on landing. Still, a passport may be sometimes of vital importance; and it may be useful in a variety of ways when one's identity is to be established. The State Department at Washington issues passports for American citizens; the fee is one dollar for each passport; and any reputable lawyer will procure the document for you.

For the Mediterranean trip, the steamship companies usually issue special baggage labels. One form is for baggage to be placed in the stateroom, and another for that to be stored below. A wide, flat trunk, not more than thirteen inches high, will slip easily under the berth or stateroom sofa, and be out of the way and readily accessible. This with a gripsack, or hand-valise, and a carryall for wraps, will be all that one is likely to need in the stateroom. Other trunks may be stored below, and access to the baggage-room may be had every day at a fixed hour, provided the weather is not too rough. In addition to marking one's baggage so that it can be taken

below deck, or to the stateroom, care should be taken to mark it so that it can be readily identified. Old travellers adopt some such device as a single colored initial in an enclosed line, as B in a diamond, C in a circle, D in a square, and so on, the color used being usually sufficiently individual for all practical purposes; and the letter will be found useful when the luggage is grouped on a pier for custom-house inspection.

Steamship companies are liberal in the allowance of baggage to each passenger. But if the tourist expects to leave his ship for any extended tour, he must be prepared to pay heavily for extra baggage. In Italy all baggage except hand-baggage must be paid for unless special arrangements are made therefor; and in that case, "free luggage" must be specified on the ticket. On French railways sixty-six pounds may be carried free by each passenger. In Southern Europe and in the Levant, owing to the custom of exacting heavy tolls on trunks, one observes that most travellers carry numerous pieces of hand-luggage. These are usually handled by hotel and railway porters, and are stored in racks provided for that purpose in the railway carriages. The untravelled American will be amused to find the interior of a first-class, or second-class, carriage piled high with carryalls, satchels, portmanteaus, and other contrivances for carrying one's *impedimenta* in small packages.

On all ocean steamers it is the custom to allot

seats at the dining tables immediately after leaving port. On an ordinary voyage across the Atlantic, this is not a very important matter ; but on the Mediterranean trip, where one's table companions are allotted for many weeks, the voyager might better attend at once to securing a seat with desirable neighbors, if that is practicable. Usually, there will be a little party to be made up for the trip ; and application to the chief steward or his assistant will be necessary to fix the matter for the voyage. It is difficult to change one's seat after the allotment has once been made.

It is expected that gentlemen will appear at the dinner-table in dark clothes, not in the rough, free-and-easy garb that is worn on deck and is permissible for the less formal repasts. Dinner on board an ocean liner is a serious affair, and, although " full-dress " is not expected from anybody on the Mediterranean trip, a man's self-respect is considerably heightened if he is well dressed at that important function. The chief steward has charge of the ship's wine-room, and the table stewards are supplied with wine cards on which passengers may order their table beverages ; and, as the trip is a long one, the steward will send in for payment, occasionally, each passenger's little collection of orders that have been filled. Meals on board ship are usually four in number : breakfast, luncheon, dinner, and supper ; the hours vary on different ships ; but on all of them more latitude as to the

time of coming to table is allowed for the morning meal than any other. It is not "good form" to come late to the dinner-table, unless one expects to begin his repast with the course which happens to be coming on when one takes his seat at table. Above all, remember that the captain of the ship on the Mediterranean trip does not keep a hotel. Passengers are expected to observe the regular hours for meals, not to demand food before or after the regular hours, and not to invite friends from port or from other ships to dine, or sup, without first consulting the chief steward.

All first-class ships are provided with a small library for the use of the passengers; and a little gratuity is expected by the steward who keeps the key and attends to the wants of those who take books from the library. But in addition to this, passengers should provide themselves with light reading matter in plenty. Avoid heavy books; they will not be read. The lightest kind of amusing and even exciting fiction is all that the wave-tossed ocean traveller can digest. When to this you have added a steamer-chair and a due supply of steamer-rugs, or wraps, you have made sufficient provision against shipboard ennui. It is now quite generally the custom for steamer-chairs to be carried by the ship and rented for the use of passengers; or they may be bought, or hired, from the companies that station their agents on the pier of a departing steamer. If you buy your chair beforehand, as is

certainly the best way, have it plainly marked with your initials. That will save your property from lawless confiscation.

Before sailing, provide your home correspondents with a list of the places at which you expect to receive letters, and the dates on which such letters should be mailed in order to reach you. Most of the steamship companies which make the Mediterranean trip print for the use of passengers a slip giving these names and dates, together with other necessary information relative to the direction of letters and telegrams. Stationery may be obtained from the second steward; and the purser, or one of his assistants, attends to the mailing of letters in foreign ports and to the receiving and distribution of letters for passengers, if properly directed to the ship's agents in those ports. If there is a laundry on board, the assistant purser has charge of its business.

In passing through foreign custom-houses, bear in mind that nothing can be gained by obstructing the official searcher. His suspicions will be aroused by the unwillingness of the traveller to have his luggage examined. As a rule, these officials are polite, but determined. Their examination of the baggage of a tourist who is frank and ready to open trunks is usually superficial. The articles on which customs duties are most severely levied at French, Italian, and Levantine ports are spirits and tobacco. If possible, dispense with these when go-

ing ashore ; supplies of them are readily procurable in all of the leading hotels at ports of the Mediterranean. On returning to New York, the ship is met in the bay by customs officers who take the declarations of the passengers as to the contents of their baggage. A description of the baggage and the number of pieces must also be given to the inspector ; and on arrival at the dock, the baggage is examined and compared with the declarations made. Dutiable articles not previously declared are liable to seizure ; and great trouble may be caused by a passenger's failure to tell the exact truth about the contents of his trunks.

Individuals may bring into the United States from foreign ports as much clothing and wearing apparel "as their means and station in life entitle them to carry in just reason." An obviously excessive quantity of wearing apparel is liable to seizure.

When making excursions by railway from any of the ports visited on the Mediterranean trip, first-class cars will be found most comfortable, even if a little more costly. Strict economy may be observed by travelling second-class ; but the first-class carriages are less likely to be crowded, and these are usually more cleanly and better furnished.

On arriving at a hotel, it is well to have the *portier* pay your reckoning with the cabman who has taken you thither ; you will find the amount duly charged in your bill, and usually not overstated. If you do not stop at any hotel, and pro-

pose to "do" the city from the ship, a guide or a courier will be found highly desirable. One of these may be engaged at any good hotel, or the good-natured American consul at that port will put you on the track of a trustworthy person. In the event of a stay of a week or so in any foreign city, a guide is invaluable. He saves for you money, time, and much wear and tear of temper.

Time on board ship is changed daily. Sailing eastward, the time is set forward four minutes for each degree of longitude traversed, and in going westward it is set backward in like manner. The ship's time is struck on the ship's bell every half-hour, as follows :

One bell, 12.30, 4.30, 8.30. Two bells, 1.00, 5.00, 9.00. Three bells, 1.30, 5.30, 9.30. Four bells, 2.00, 6.00, 10.00. Five bells, 2.30, 6.30, 10.30. Six bells, 3.00, 7.00, 11.00. Seven bells, 3.30, 7.30, 11.30. Eight bells, 4.00, 8.00, 12.00.

Observations are taken at noon every day to determine the exact position of the ship, and the result of these observations, together with a statement of the distance run by the ship during the twenty-four hours just past, is posted in one or two conspicuous places on the ship for the information of the passengers.

The British Admiralty standard knot, or sea mile, is 6,086 feet ; and this is the standard of sea measurement adopted by shipmasters, although the United States Coast Survey has adopted as a nau-

tical mile the measurement of 6,080.27 feet. A sea league is three nautical miles; and it was adopted by civilized nations as the limit (called the three-mile limit) of the jurisdiction of a state at a time when three miles was the extreme range of artillery stationed on shore. A land mile is 5,280 feet; and a knot, therefore, is a little more than one and one-eighth of a land mile. For all practical purposes, 13 knots may be reckoned as equal to 15 statute miles. A cable length is 600 feet; a fathom is roughly measured by the distance between the hands of a man whose arms are extended horizontally at full length, or six feet.

On a perfectly clear day a ship's hull may be seen from the promenade deck of an ocean steamer when about ten miles distant; and the top of her highest mast may be seen under similar circumstances when about fifteen miles distant.

The flag of the nation to which a ship belongs is carried at the extreme after-part of the vessel, whether on a flagstaff fixed on the taffrail, as is most common, or on the spar nearest to the stern of the ship. The house flag, or signal of the company to which the ship belongs, is carried at the head of the mast nearest the stern; and at the head of the foremast is carried the flag of the country to which belongs the port for which the ship has sailed, or is about to sail. There are deviations from these rules, as there are various differing rigs of ships, but the rule governing the position of the flags

showing the nationality of the ship and of the port to which she is bound are imperative.

All ocean steamers are provided with a medical officer whose duty it is to care for the sick on board, as well as to certify as to the health of the ship's company (crew and passengers) on arrival at any quarantine station. The ship's doctor may be called upon for advice, or medicine, without any hesitation. Payment for his services is not obligatory, but only very poor people are expected to avail themselves of his services gratuitously.

On the Mediterranean trip the passengers are necessarily brought into contact with the ship's officers more frequently than on the comparatively short transatlantic voyage. As these gentlemen have their official duties to attend to, they cannot always cultivate the society of the passengers ; and they should be left to make their own selection of acquaintances on shipboard and to relax official dignity when they may choose. The captain is sensitive to criticism of his ship and its management ; he is annoyed by hints of strange or unusual proceedings on the part of the officers or crew ; and he is fatigued by questions as to the daily run of the ship, probable time of arrival at the next port, or concerning the probabilities of the weather for the next forty-eight hours. The gentlemen who navigate the ship prefer that passengers should talk with them about anything but matters relating to the navigation of the ship.

Persons proposing the Mediterranean trip should bear in mind that landing at nearly all the ports of the Mediterranean, and including the Azores and Madeira, must be made from an anchorage by means of small boats. There are very few ports in the Mediterranean where a large ship can be brought up to a pier. In some instances, especially when the sea is rough, landing with small boats is disagreeable, and to the timorous it appears hazardous. When the landing is effected from an open roadstead, as at San Miguel, in the Azores, and at Jaffa, delicate or infirm persons should not attempt it unless the sea is perfectly smooth. As a rule, the steamship companies make no provision for the landing of their passengers, except to assist them on embarking and when returning on board ship. At some ports, however, the ship's agent charters a steam-launch for the convenience of passengers, who pay a fixed charge for that service. In some instances, the tourists' agencies make arrangements for the landing of passengers.

There are several of these tourists' agencies in the Levant and the Mediterranean. The best known of these are Thomas Cook & Son, and Gaze & Son. At certain points, especially in Egypt and the Holy Land, an engagement with the agents of these companies is desirable. The Cooks control the best means for transportation in Egypt; and their general facilities for the management of parties and persons travelling in the Levant are

good. But for the most part, noting these exceptions, any self-reliant and well-informed tourist will find it to his advantage to do his sight-seeing "on his own hook." The disadvantage of engaging with a tourists' agency is that the sight-seers must go in large companies and make a business of what might otherwise be a real pleasure. When you do not engage with an agency of this sort, on arrival at any point of interest, find out where the agency's patrons are going and take some other itinerary for that day; or reverse theirs, beginning where they are to end. It should be added that the tourists' agencies established up to this date are managed with scrupulous honesty, and with a laudable desire to serve their patrons with the best that can be had.

THE AZORES—PONTA DELGADA

The Azores, or Western Islands, as they were formerly called, are nine in number, as follows: Flores, Corvo, Terceira, San Jorge, Pico, Fayal, Graciosa, San Miguel, and Santa Maria. They are between latitude $36^{\circ} 55'$ and $39^{\circ} 44'$ N., and longitude $25^{\circ} 10'$ and $31^{\circ} 16'$ W., about 800 miles from the coast of Portugal. They extend from the southeast to the northwest about 400 miles. The islands belong to Portugal and form the province of Açores; but an autonomous government has lately been granted to the islands, and a state flag (a blue hawk on a white ground), has been adopted. The islands are of volcanic origin, and within the present century active volcanoes have existed in the group. In 1808 a volcano was suddenly thrown up on the island of San Jorge, and, after burning for six days and desolating the country roundabout, it subsided. Three years later, a volcano rose from the sea near San Miguel, and, after vomiting stones, ashes, and lava for two or three days, it disappeared below the surface of the waters. Total population of the group, about 275,000.

The Azores were first discovered by Flemish navigators, about the middle of the fifteenth century ; but the discoverers made no practical use of their find, and Don Henry, the Navigator, in 1449, set sail for the islands and took possession of them for Portugal, to which power they have ever since belonged. At the time of their discovery the islands were inhabited only by great numbers of hawks, from whose name, *açores* in Portuguese, was derived the appellation bestowed upon the group.

Ponta Delgada, on the principal island of the Azores, San Miguel, is a picturesque town of about 18,000 inhabitants, and lies inside of an amphitheatre of hills. These hills are terraced and finely cultivated to their summits, and above them rise several mountain-peaks, serrated, and blue in the distance, some five thousand feet above the level of the sea. The climate is delicious and the products of the soil are semi-tropical. The thermometer ranges between 70° and 80° from year's end to year's end. Lemons, oranges, and grapes are abundant and good ; and among the commonest flowers are camellias, cannas, oleanders, violets, and other blooms, rare in temperate climates. Palms, pepper-trees and other semi-tropical arboreal growths abound. The public and private gardens of Ponta Delgada are exceedingly beautiful, and the views from the upper part of the island are magnificent. The pine-apples grown here are very large and



THE AZORES—TOWN HALL SQUARE OF PONTA DELGADA



delicious ; they may be bought at the restaurants, and some of the dealers make a specialty of packing and shipping them to all parts of the world. The pineries of private gentlemen may be seen at Belem, a suburb of Ponta Delgada.

With a carriage and a cicerone one may visit the gardens of Count Jacome, Borges, Canto, and Botelho ; and the finest views on the island may be obtained from Mae de Deus and Bensaude's Pico.

Hotel and restaurant accommodations are not ample. Brown's Hotel is the leading establishment of its kind. Refreshments, including pineapples and very good native Madeira, Port, and Cabo Branco wines, may be had at the following places: Café Miranda, George Hayes's, the Havana, and Luis Soares's.

The telegraph and post-office is near the custom-house, in the lower part of the town. There is cable communication hence to England and the United States: tolls about 60 cents per word to America, and 25 cents to England. Mails for England leave once a week.

The currency of the Azores is much debased. The unit of coinage is the Portuguese reis ; but the Azorean coins will not pass at par anywhere except on the islands. American gold is exchangeable here at the rate of \$5 for 6,625 Island reis ; an English shilling usually passes for 225 reis. Greenbacks are readily current, \$1 being reckoned as equal to 1,250 Island reis. The common silver coins are

500, 200, and 100 reis; the copper coin is a 20-reis piece. The standard value of the Lisbon reis is twenty-five per cent. above that of the islands.

The principal exports of the islands are wine, brandy, oranges, lemons, pine-apples, beef, pork, coarse linens, and some simple manufactures from osiers and the fibres of corn husks. The value of the imports considerably exceeds that of the exports.

Women of the better class wear a singular head-covering of black cloth made in the form of the calash of early American usage, rising high above the head and nearly closed in front; this is attached to a flowing cloak of thin black cloth which covers the figure and gives a nun-like appearance to the wearer. The customs of the people are primitive, and the transaction of business is conducted in the leisurely fashion suggested by the bullock carts which furnish almost the only means of transportation. The people are also accustomed to carrying burdens on their heads.

There are no public buildings worthy of remark except the Capello do Collegio, a good example of sixteenth century ecclesiastical art, with a famous chancel in carved wood. Seen from the roadstead, the architectural beauty of the town is considerable; but the streets are narrow, and the effect of high walls and closed gates is that of exclusiveness to the visitor. The roadstead is defended by a break-water, and the landing is accomplished under great

difficulties. There is no opportunity to purchase curios of local characteristics at Ponta Delgada. Good photographs of the scenery and the people may be obtained here, however.

Ponta Delgada is 2,279 miles from New York.

MADEIRA—FUNCHAL

The island of Madeira lies between latitude 32.37 and 32.52 N., and longitude 16.36 and 17.16 W., and has an area of 311 square miles. It belongs to Portugal. Funchal is the only town of any note on the island. Population, including that of the small contiguous island of Porto Santo, about 120,000.

The town of Funchal, like that of Ponta Delgada, is picturesque in situation and in its local color. The island was discovered, according to tradition, by an eloping couple, Robert Machim and Anna d'Arfet, who, fleeing from Portugal to France on a small vessel, were blown hither by adverse winds and were left by the crew of the craft. They lived and died here, and it is said that the oldest church in the place is built over their grave. Madeira was rediscovered in 1417 by the Portuguese, who have held it ever since.

The temperature of the island is equable, varying between 63° and 75°; and the fall of the thermometer during the night is usually inconsiderable. The salubrity of the climate has made Madeira one of the famous health-resorts of the world, persons afflicted with pulmonary consumption being espe-



FUNCHAL

cially benefited by residence here. During the depression caused by the failure of the grape crop, the people, who would have been otherwise reduced to penury, subsisted almost entirely on the gains from temporary visitors, chiefly from England. The wine yield, after having sunk to a nominal figure, has now increased to a considerable amount, and the quantity exported is very large. Other exports are fruits, cochineal, embroidery, and fine needlework. Among the local manufactures are pottery, tiles, straw and osier goods, artificial flowers, and sweetmeats. Curios in straw-work and fancy woods may be found in the Funchal shops.

The anchorage is not good, the ship being moored at a long distance from the pier; and the pier is difficult of access in rough weather. The roadstead is protected from the sea-gales by a breakwater which terminates at Loo Rock, a singularly picturesque craggy eminence in the harbor. The high hills around Funchal are cultivated to their summits, and the picture of violet-tinted and purple gorges and sunny hills is dominated by Pico Ruiva, the loftiest peak on the island, which is 6,165 feet high. Some of the vineyards and gardens are 2,000 feet above the level of the sea.

The houses are for the most part built of stone or conglomerate, and, being roofed with tiles and colored exteriorly in harmonious hues, afford a pleasing picture against the rich background of gardens and other dense growths of trees and shrubbery.

Palms of many varieties, the cactus, bamboo, and a peculiar tree known as the dragon-tree, are among the local characteristics of the island; geraniums, fuschias, and heliotropes are among the commonest of flowers, and a great variety of nuts and fruits are produced on the island. The public garden of Funchal is open to the visitor and is well worth inspection. Sundry private gardens may be visited by strangers when guided by one of the local *ciceroni*.

Fort Pico, a mediæval, battlemented structure, built on a hill just above the lower town, in the centre of the amphitheatre that holds Funchal in its hollow, was formerly occupied by a garrison of Portuguese soldiers, and has been the scene of many contentions in the struggles for military supremacy in past ages. At present it is only a noble feature of the landscape.

The streets of Funchal are narrow and exceedingly steep. They are paved with small thin stones set edgewise into the ground and are kept very clean, the steepness of their incline and the abundance of water from the hills being favorable to cleanliness. The sharpness of these declivities compels the inhabitants to resort to sledges as a means of transportation. Most of the freighting is done by means of shallow wooden drags which are drawn by bullocks. Many of the residents in the upper part of the town go down to their vocations in the lower town on sledges that are guided by attend-

ants who steer them from behind. An inclined railway is also utilized by many who have occasion to pass up and down the hills on which the town is built. One of the contrivances for passenger transportation is a hackney-coach of wicker-work constructed on a sledge and drawn by bullocks. Rapid transit over the steep pavements is facilitated by dropping a grease bag occasionally under the runners of the vehicle as it is dragged up the hills. A more luxurious means of transportation is the hammock, which, handsomely decorated and provided with an awning, is carried by two bearers. The views from the hills above the town are of unrivalled beauty ; a drive in any direction will reveal a panorama of exceeding loveliness.

The hotels are uniformly good ; they are provided with handsome grounds, and some of them command glorious views of the town and sea ; all but one of them are situated on the southern slopes of the steep hills of the island. These houses are the Santa Clara, Miles's Carmo, the New Hotel, the Royal Edinburgh, Hortas Hotel, and the Sant' Anna. Rates are calculated in English money, from eight to fifteen shillings a day ; or twelve to twenty pounds a month for each person. The markets, especially for fruits and vegetables, are very good indeed, and the rates are not excessive.

English money is chiefly current in Funchal, owing to the predominance of English visitors.

The native currency is the same as that of Portugal, the Lisbon reis being the unit of values.

There is a regular weekly mail to England, and occasionally the mails may be sent or received oftener than once a week. Cable communication with the continent of Europe is also maintained.

Funchal is 540 miles in a southeasterly direction from Ponta Delgada.

GIBRALTAR

The Rock of Gibraltar forms a promontory, three miles long from north to south, and about seven miles in circumference. Its greatest height is about 1,400 feet. Its southern extremity, Europa Point, is in latitude $36^{\circ} 6'$ N., and longitude $5^{\circ} 21'$ W. A flat, sandy isthmus at its northern extremity connects the Rock with the mainland, the bay of Gibraltar being on the west and the Mediterranean on the east. Two lines of sentry-boxes and other signs of military occupation mark the boundaries of the British and the Spanish dominions in parallel across this flat; the space between the lines is neutral ground.

The north, east, and south sides of the Rock are so steep as to be considered inaccessible. On the west, the Rock slopes downward to the water; and here is built the town of Gibraltar. Population, 25,869, exclusive of the garrison troops, which usually number about 5,000.

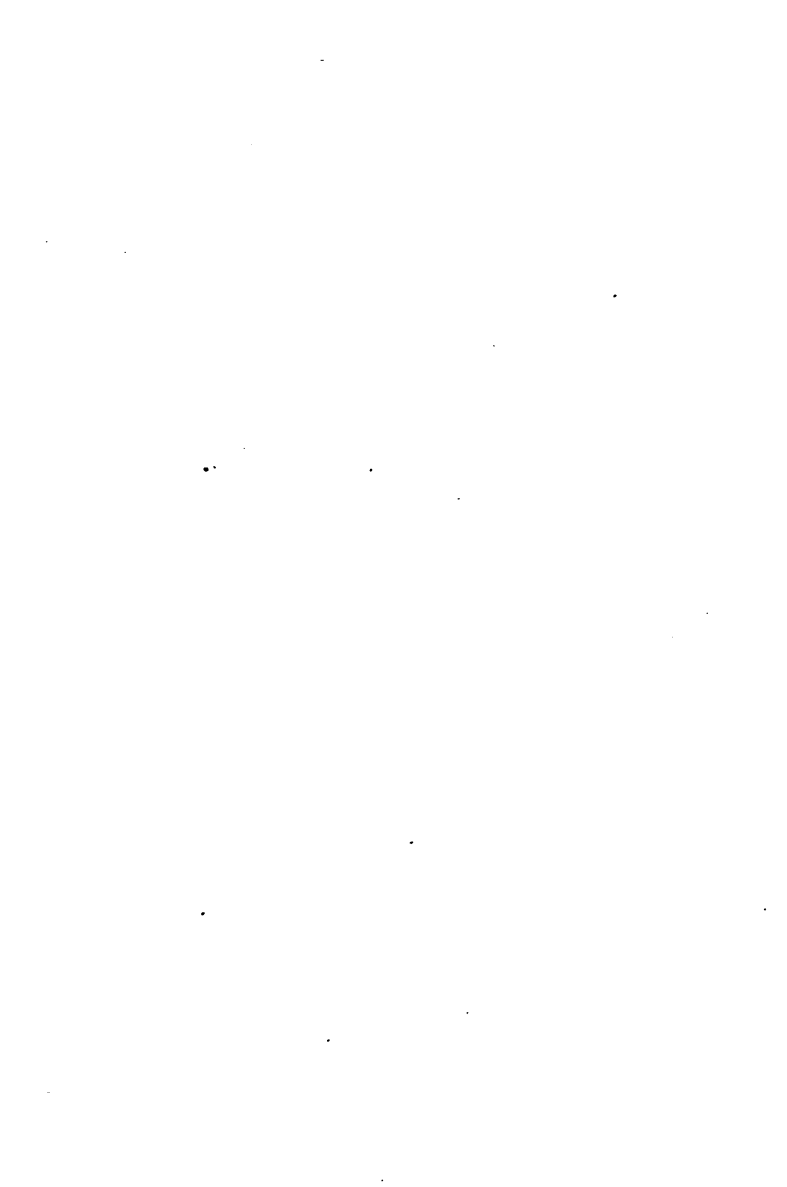
The Rock was known to the Phoenicians as *Alube* (which the Greeks corrupted into Calpe), and was one of the Pillars of Hercules, Ceuta, the point on the opposite African coast, being the other pillar,

known as *Abyla*. West of these two pillars, which were named for the deity, and not the hero, the ancients supposed there existed nothing but darkness and chaos. The Rock derives its present name from its Moorish conqueror, Tarik, who landed here A.D. 711, and from whom it was called Geb-el-Tarik, or "Hill of Tarik."

The Strait of Gibraltar, from east to west, is about thirty-six miles long; its narrowest point is at Tarifa, on the Spanish coast, where the African coast is only nine miles distant. At Tarifa the Barbary pirates long held and maintained a castle (still kept up), from which a toll was exacted from every vessel that passed by; hence the modern name of tariff applied to rates of duties levied on imports or exports. From Europa point to Ceuta is about fifteen miles; and from Cape Trafalgar to Cape Spartel, on the opposite coast, is about twenty-five miles.

The Moors were driven out of Gibraltar by the Christians in 1309, but they recaptured the place thirty years later; it was finally captured by the Christians under the Duke of Medina, in 1462. During the war for the Spanish succession, it was taken by the British and Dutch and held until 1713, when it was confirmed to Great Britain by the treaty of Utrecht. Again it was attacked by the Spaniards in 1727, but hostilities were ended soon after by a treaty of peace. The memorable siege of Gibraltar began in 1779 and ended in 1783,





during which time the place was successfully defended against a combined force of Spanish and French by Sir Gilbert Eliott, whose heroic resistance, under the perils of starvation, disease, and local fires, made him one of the military heroes of Christendom. The final attack in 1782, the last of a long series of military operations, was characterized by the most tremendous cannonading known to history. The assailants were provided with battering-ships of phenomenal strength, and heavy guns. These were disabled and set on fire by means of red-hot shot, and the siege soon after terminated. Gibraltar has since been one of the British possessions without dispute or molestation, although the Spanish Government still regards the Rock as only "temporarily" under a foreign flag.

In addition to the celebrated rock galleries which honeycomb the faces of the Rock, water batteries and bastions protect the lower edge of the town and render it well-nigh impregnable from the water-side. In the rock galleries, which are on the northern side of the Rock and command the neutral ground, the guns are generally of an antiquated pattern, but there are two impressive-looking modern guns, weighing one hundred tons, each, in position on the lower batteries. Permission to visit the fortifications may be had on application to the Military Secretary, Governor's Lane; but a pass from the Governor is required to inspect the lower galleries and batteries.

The rock galleries may be entered near the old Moorish castle, the *Torre de Omenaje*, one of the oldest relics of Moorish occupation in Spain, erected in 725. Under the guidance of a sergeant who is detailed for the purpose, the visitor may explore the galleries, which are two or three miles in extent along the north front, and from the embrasures of which one secures magnificent views of the panorama below. Eastward is the blue Mediterranean, on the west are the snow-clad hills of Granada, and, nearer, the Spanish mainland. Directly below, on the hither side of the British lines, are the race-course, the rifle-ranges, two large cemeteries, great cattle-sheds, the Devil's Tower—a picturesque structure of which strange legends are told, and a variety of modern buildings. Beyond these are the Spanish lines, inside of which is the straggling town of Linea, to which a drive should be taken if only to observe the contrast between the British and the Spanish towns. Linea has a bull-ring in which fights are given on every fête day and on Sundays during the cool season.

From the galleries one may mount by successive stages to the summit of the Rock, and take in the tremendous view from the signal towers, where refreshments may be had. All vessels passing in or out are signalled from this station; and from it the visitor sees to the north the mountains of Ronda, to the east the snowy sierras of Granada; Ceuta is on the opposite African shore; Algesiras lies across

the bay to the westward. The southern point of the Rock is called O'Hara's Tower, or O'Hara's Folly.

A flight of stairs ascends from the southern end of the King's Bastion, on the water front, to the Alameda Esplanade. The northern extremity of this is now the Grand Parade, and the rest of the esplanade is occupied by a very handsome garden, or park, the Alameda Gardens. Here the military bands play every afternoon and evening, and one may see the fashionable society of Gibraltar on the promenade, the great variety of costumes and nationalities affording a unique sight.

Besides the drive to the Spanish lines, one may find pleasure in driving from the town along the water's edge around to Europa Point, taking in a series of lovely views and observing the barracks and fortifications along the line of the road. A fine light-house has replaced the votive lamp which the Spaniards dedicated to *la Virgen de Europa*; and around the point is the summer residence of the Governor, beyond which the cliff is inaccessible, as it rises in a perpendicular wall of rock from the sea.

There are patches of arable soil among the ledges and crannies of the Rock, and in these flourish a variety of plants, trees, and shrubs. These growths relieve the bareness of the rocky promontory, and, as one approaches the entrance of the harbor, afford a delightful picture. The acanthus, wild olive, and an indigenous plant from which the French make a preparation resembling absinthe,

grow here luxuriantly. Barbary apes run wild among the rocks and ledges; but they are few in number, and are rigorously protected by the regulations. They have the distinction of being the only native apes in Europe.

Visitors are cautioned that the gates are closed at evening gun-fire—sunset—after which no person is permitted to pass out or in. The hour for gun-fire is announced daily in the local newspaper.

Curios from Spain, the Barbary coast, and Malta may be bought here, but, excepting photographs, no souvenirs of local interest are offered for sale.

Hotels: the Calpe, nearest the landing-place; the Europa, a small hotel on the New Mole parade; the Royal, with its dependence, the King's Arms, in the centre of the town; all of these are good.

The churches are the English Cathedral Church of the Holy Trinity, two barrack churches, and the Roman Catholic churches of Santa Maria the Crowned, and the Sacred Heart.

Gibraltar is 580 miles from Funchal, Madeira.

TANGIER

Tangier, the principal seaport of Morocco, near the western entrance of the Strait of Gibraltar, is in latitude $35^{\circ} 47'$ N., and longitude $5^{\circ} 48'$ W. It is $3\frac{1}{2}$ hours from Gibraltar by steamer. Population about 20,000.

The city was anciently known as Tingis, and was founded by the far-voyaging Phoenicians. It became a Roman colony under the Emperor Claudius and was the capital of Mauritania Tingitana. In 1471 it fell into the hands of the Portuguese, who retained it until 1662, when it was ceded to Great Britain as part of the dowry of Catherine of Braganza, queen of Charles II. The British abandoned the place in 1684, after destroying the harbor works which they had constructed. Since that time it has been in the possession of Morocco, but it was bombarded by the French during their military operations on the African coast, in 1844.

The town rises from the sea in the form of an amphitheatre, but the background of hills, like that seen on the Azores and Madeira, is lacking here; the effect of the white houses and tall minarets against the sky-line is pleasing. Landing is ac-

complished with difficulty, except at high tide, when approach to the concrete quay is practicable. The streets are narrow and dirty, and the buildings are mean and drearily uniform in appearance, except for the few residences of foreigners.

The climate is mild and equable, the thermometer ranging between 50° and 60° in the winter and seldom rising above 82° in summer. Tangier is recommended to persons afflicted with pulmonary consumption.

There are few show places in Tangier, and, except a small number of fancy manufactures in leather, bead-work, and rudely decorated pottery, the assortment of curios is not inviting. There are two mosques, but the visitor must content himself with a view of the outside, as no Christian, or Jew, is permitted to enter. The manners and customs of the natives are interesting to the visitor who is a stranger to oriental life. At low tide one may ride down the beach to the eastward, where massive ruins of Roman walls and other traces of Roman occupation are to be seen. A ride to Cape Spartel, two hours from Tangier, is through a picturesque region. There are several villas and pavilions on the road, and the display of floral and arboreal growths is very beautiful in the winter-season and early spring. Refreshments may be obtained at the light-house.

Pig-sticking, or spearing wild boars, is one of the amusements of sportsmen who frequent Tan-

gier. The chase is in the vicinity of the lakes Sherf el Akab, about twelve miles southwest of Tangier. Notice is given at the hotels of Tangier and Gibraltar when boar-spearing is in order, which is during the winter months.

The Soko, outside of the city, on Sundays and Thursdays, is one of the sights of Tangier, when the great markets are held. This is the time and place for seeing the snake-charmers, jugglers, and other fakirs, who gather here to show their accomplishments and pick up the coins of the "infidel" visitor. All varieties of Morocco products and manufactures are then offered for sale.

There are several foreign hotels here, nearly all of which are fairly good. Near the landing-place is the Hotel New York, which has several studios attached to it; also, may be named the Calpe, Universal, Victoria, and the Continental hotels. Outside of the town is the Villa de France, which has a commanding view and a healthy location. Charges at these are moderate.

There is an English chapel on the Soko, outside of the town.

ALGIERS

Algiers is the capital of the French colonial province of Algeria. It is in latitude $36^{\circ} 47' N.$, and longitude $3^{\circ} 3' W.$ It was founded by the Arabs in A.D. 935, and became the seat of a piratical tribe which for years was the terror of Christendom. It was estimated at one time that 20,000 Christian captives were condemned to work on the fortifications and harbor defences of Algiers. Finally, in 1830, the French took possession of the city, after a harassing campaign, and have held it ever since. It was at first intended that Algeria should be restored to the sovereignty of the Sultan of Turkey, under which it had formerly been, but, while negotiations were pending, Charles X., King of France, was superseded by Louis Philippe, who decided to retain the conquest. Present population, 91,184, including suburbs.

The city is built on a range of hills rising from the harbor in a semi-circular order. The upper, or southern portion of the place is chiefly occupied by the Arabs, and is known as the Marabout quarter; the French occupy the northern part of the city. The buildings are substantial, and, for the most part,



ALGIERS—THE QUAYS

are dazzlingly white ; they rise from the water-front with close regularity and are inclosed in a mass of dense greenery, giving the city the appearance, say the natives, of " a diamond enclosed in an emerald." The Marabout quarter is more picturesque and irregular than the Frank town ; but all the streets and public squares of Algiers are given French names, and the city is distinctively Gallic, its only oriental features being those which could not be suppressed or eradicated by the conquerors. The language, money, customs, and general appearance of Algiers are all French.

The show places of Algiers are the winter palace of the Governor, the Jardin d'Essai, Bresson Square, the Place du Gouvernement, the Cathedral of St. Philippe, the Church of Our Lady of Africa, and the mosques. Of these last the Mosque el Tebir (the Great), built in the tenth century, and standing near the Place du Gouvernement, is the most interesting ; it is a fine example of old Moorish architecture. The Mosque Sidi Abderhaman, in the Marabout quarter, is also well worth a visit ; it contains the decorated tombs of several deys and pashas of the ancient régime. The old citadel, or Kasbah, on the heights above the city, is also an object of interest, as it is one of the fast disappearing relics of the native rulers of Algeria. In the Place du Gouvernement stands an equestrian statue in bronze of the Duc d'Orléans, eldest son of Louis Philippe ; erected by the French army of occupation,

of which that prince was at one time commander. The Archbishop's palace, an ancient Moorish edifice, is worthy of a visit ; and in the Library and Museum, which was formerly the palace of Mustapha Pasha, Rue de l'État-Major, are some interesting archæological relics and a curious collection of Algerian maps, plans, and coins. In the Marabout quarter the visitor obtains his first impressive view of Moorish art, manners, and architecture.

The French quarter of Algiers is scrupulously clean and well-paved. Handsome arcades and shops attract the tourist, and here one may purchase a great variety of oriental goods and trinkets. Embroideries, textile fabrics, objects in ivory, coral, and metal, curious fans, inlaid work in wood, mother-of-pearl, and ivory, and semi-barbaric manufactures of colored leather are offered for sale. Photographs of scenery and types of the native inhabitants may be procured here. The prices are not unreasonable ; but the buyer must remember that the oriental habit of asking a high price with a view of coming down later begins to be noticeable here.

The walks and drives in the vicinity of the city are very beautiful, and those which take one along the hills above the place give the visitor a series of magnificent views. A bird's-eye view of the city and bay of Algiers, from the highest point above, embraces a wonderful and brilliant panorama of sea, sky, shipping, and architecture.

Tourists' agencies usually arrange for a railway and carriage trip to Blidah, where one is shown the Chiffa Gorge of the Atlas Mountains, an ancient Arab town and (possibly), some monkeys in their wild state. The journey is fatiguing and unprofitable, although the road through the Gorge is an interesting and noble piece of French engineering.

The temperature of Algiers is uniform and temperate, and the climate is exceedingly favorable for invalids, especially during the winter months. The thermometer ranges from 57° in November to 65° toward the end of April.

The harbor is artificial and well fortified ; a French garrison of a great variety of troops is maintained here ; also a dock-yard, arsenal, and lighthouse. The exports are grain, wool, rags, hides, tobacco, iron and copper ore, and coral. Population, about 83,000.

Hotels : Hotel de l'Europe, des Étrangers Régence and Oasis—all in the town ; St. George, Splendide, Kirsch, Grand, d'Orient, Continental—at Mustapha Supérieur on the heights above the town ; charges 12 to 15 francs per day ; good restaurant in the Hotel Oasis.

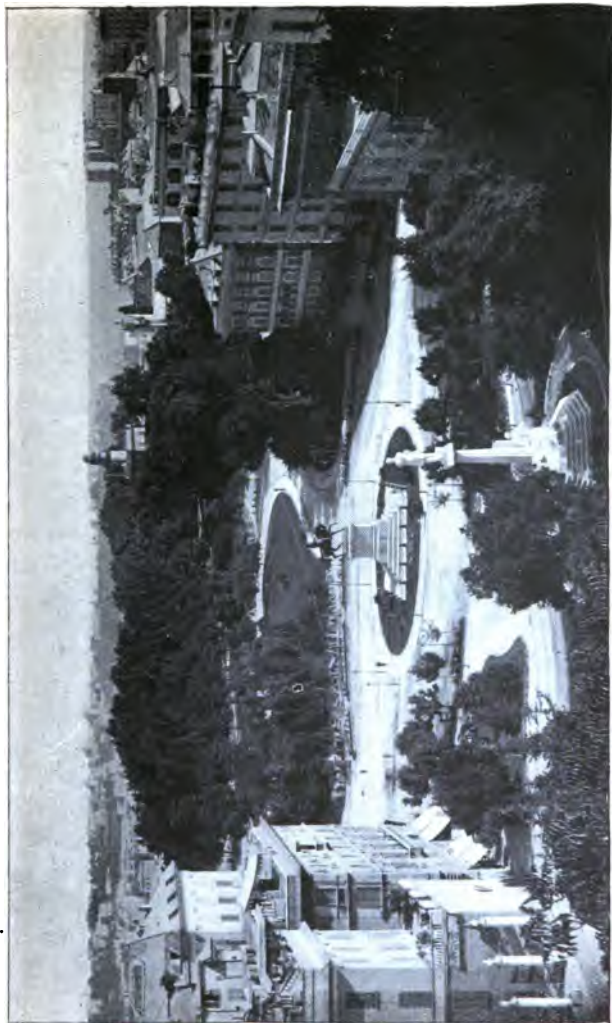
Churches : English Church of the Holy Trinity, Port d'Isly ; Presbyterian Church, Mustapha Supérieur.

Algiers is 410 miles from Gibraltar.

GENOA

The city of Genoa is situated at the head of the gulf of that name, in latitude $44^{\circ} 25' N.$, longitude $8^{\circ} 55' E.$ It is the principal seaport of Italy and is visited annually by some 15,000 vessels of various nationalities, of which more than one-third are steamers. The harbor is one of the finest in the world, very nearly circular in form and amply protected from the sea by an admirable system of moles. The city rises from the water on a succession of irregular hills and offers a pleasing picture when seen from the harbor, the eminence being crowned by churches and palaces; and the upper portion of the view is dominated by considerable peaks. The Italian name of the city is *Genöva*, the French is *Gênes*. Population, 215,500.

Under Roman rule, Genoa was permitted to exercise a municipal form of government, and in the ninth and tenth centuries it was the only city on the coast to resist successfully the Saracen corsairs that plundered Liguria and once actually sacked Genoa itself at one time. From the beginning of the eleventh century down to 1284, the republic of Genoa was continually at war with that of Pisa, its most



GENOA—THE ACQUASOLA

powerful rival ; both of these powers had a considerable trade with the Levant, the Crimea, and Constantinople ; and they had possessions of their own in those remote regions, as well as in the nearer Mediterranean. The rivalry of Genoa and Venice also continued to be a cause of destructive naval wars until 1380, when the Venetians finally crushed the sea power of Genoa.

The wars of the Guelphs (the Grimaldi and the Fieschi) and the Ghibellines (the Doria and the Spinola), convulsed the Genoese republic and distracted the city with interminable feuds. Its Oriental possessions were conquered by the Turks, and its Italian rivals subjected it to many humiliations. After many striking vicissitudes, Genoa was captured by the French under Napoleon, in 1800, after the battle of Marengo. Five years later it was formally annexed to the French Empire, and on the downfall of Napoleon it was absorbed in the Kingdom of Sardinia, as a duchy, and thus, eventually, became an integral part of the United Kingdom of Italy.

Genoa is known in history as "Genoa the Superb" and as "The City of Palaces." The streets are generally narrow, and the innumerable marble palaces of the old nobility do not always show to the best advantage in these circumscribed limits. But the churches, galleries, and palazzi are grand monuments of the wealth and magnificence of the ancient seat of Genoese power. Many of the palaces

were built by G. Alessi, a pupil of Michael Angelo ; Rubens and Van Dyck resided here several years and left an incredible number of their works to perpetuate their genius. The Genoese school of art was never famous ; but among the works of the great masters, in addition to the two Flemings already mentioned, are to be found here those of Carlo Dolci, the two Carracci, Titian, Guido Reni, Albert Dürer, Guercino, Tintoretto, and Teniers.

The city is well provided with means for getting about. In addition to the tramways and electric railways, omnibuses and other public vehicles, the cabs are numerous and reasonable in their charges. Cab-hire : 1 franc by day, 1½ franc by night, per single short drive, for one-horse vehicle ; 2 francs per hour, by day, and 2½ francs per hour, by night ; two-horse cab, by day, 1½ franc for short drive, 2 francs by night ; and 2½ francs per hour, by day, 3 francs per hour by night ; twenty-five per cent. more is exacted for each additional half hour. Visitors are advised to inspect the printed tariff-card which the law requires every driver to carry in his cab.

On the northwest side of the town, in front of the principal railway station, is the spacious Piazza Acquaverde in which stands the marble monument and statue of Christopher Columbus, erected in 1862. The figure of the Discoverer, which is youthful in appearance, crowns a lofty pedestal ; at

its feet kneels the figure of America ; surrounding allegorical figures represent Science, Religion, Strength, and Wisdom. Between these are bas-reliefs representing scenes from the life of the Discoverer.

The Cathedral San Lorenzo, on the square of the same name, is one of the most noted of the ecclesiastical buildings of Genoa. It was erected in 1100, but it has been so many times reconstructed that it now presents a medley of architectural styles. The sculptures of the chief portal date from the end of the thirteenth century ; the entrances to the aisles are thirteenth century Romanesque, with antique decorations on the entablature. The interior, constructed in 1307, contains the original columns of the first edifice of San Lorenzo. On the right, as one enters, over the portal of the side-aisle, is the noble monument of the Cardinal Luca Fieschi. The second chapel to the left of the entrance is that of Saint John the Baptist, and contains some curious relics of the martyr, brought from the Holy Land by the Crusaders. Ladies are not usually admitted to this beautiful chapel, the excuse being that as John lost his head by the machinations of a woman, no woman should be permitted to come nigh his relics. These are inclosed in a coffer which is, in turn, inclosed in a screen of metal-work of Byzantine design. In the sacristy are other interesting relics, among which is the famous *Sacro Catino*, or dish in which it was believed that Joseph of Arima-

thea caught some drops of blood at the Crucifixion. It was long supposed that the dish was fashioned from a single emerald; it was brought from Cesarea in 1101, by the Genoese. Napoleon I. carried the dish to Paris, where it was broken and was found to be of glass. It is now kept together by a modern open-work setting. The church is rich in costly canonical vestments, statues, and other works of art, and will amply repay a visit.

A fine view may be obtained from the Church of Santa Maria in Carignano, situated on one of the highest points of the southeast end of the city, 174 feet above the sea. The edifice is a reduced copy of St. Peter's at Rome, with a few deviations from the original plans of Michael Angelo and Bramante. It was begun in 1552 and finished in 1603. It is adorned with statues and beautiful altars. A well-lighted and easy staircase leads to the dome, from the upper balcony of which one has a glorious panorama of the city, harbor, and coast, spread out below him. A small fee is expected by the sacristan.

The most sumptuous church in Genoa is that of the Annunziata, in the Piazza Annunziata, at the end of the Via Balbi. It is a well-proportioned and harmoniously constructed basilica with a dome; the vaulting rests on twelve richly inlaid columns of marble with highly ornamented Corinthian capitals; these support arches elaborately adorned with bas-reliefs and sculptures. The nave is gorgeously deco-

rated with frescoes, and many of the paintings on the walls are by eminent masters ; a "Mater Dolorosa," on the west wall, by Carlo Dolci, is a work of marvellous beauty. In the Piazza Nuova, at the head of the Via San Lorenzo, is the profusely decorated Church of San Ambrogio, in which is Rubens's "Presentation in the Temple," and an "Assumption" by Guido Reni ; the four black marble monolith columns in this church are worthy of note ; they are from the famous quarries of Porto Venere ; the Rubens over the third altar to the left, "St. Ignatius Driving out an Evil Spirit," is regarded as one of the finer examples of that master. All of these masterpieces are kept covered, and a small fee to the sacristan is necessary in order to see them.

Genoa is celebrated for the number and magnificence of its palaces. Many of these are grouped along the street now known as the Via Garibaldi. At the upper end, beginning at the Piazza Fontane Morose, are ten or twelve fine structures, some of which should be seen, if only for an examination of their grand staircases, which are the pride of Genoa. One of the noblest of these palaces is the Palazzo Spinola, containing many pictures of the Genoese school and a "Madonna" and an equestrian portrait, by Van Dyck. In the Palazzo Giorgio Doria, at No. 6, on the left, may be seen some fine frescoes by Luca Cambiaso, of the Genoese school, and a portrait of a lady, by Van Dyck ; also a

"Susanna," by Paul Veronese. On the left, at No. 10, is the Palazzo Adorno, to which admittance is obtained by introduction (usually on application to the Consul of the visitor), where are several good pictures by Rubens, Botticelli, Cambiaso and others. Card catalogues of the pictures in all these palaces may be borrowed from the custodian.

The Municipal Palace, on the right, No. 9, was formerly the Palazzo Doria Tursi, and contains many interesting objects. In the court is a good statue of Mazzini, and in the vestibule are frescoes showing scenes from the life of the Doge Grimaldi. In the council chamber of the upper floor are mosaics of Marco Polo and Columbus; and in an adjacent room are fac-similes of several letters of Columbus, the originals being in the pedestal of his bust in the Sala della Giunta. In the same room, inclosed in a glazed cabinet, is the violin of Paganini, who was a native of Genoa. In this room also is a bronze tablet, dated B.C. 117, on which is recorded the arbitration of a Roman authority in the case of a dispute between Genoa and a neighboring castle.

The Red Palace, or Palazzo Rosso, at No. 18, on the left of the street, is one of the famous show-places of Genoa. It was formerly the property of the Brignole-Sale family, and, like its neighbor on the opposite side of the street, the White Palace, was presented to the city by the late Duchess of Galliera. The salons contain a great number of paintings, some of which are of considerable value.

On the third floor, Room 3, is a "Cleopatra," by Guercino. In Room 5 may be seen two portraits of female members of the Brignole-Sale family, by Van Dyck, and a "Bearing of the Cross," by the same master; in Room 6, "Suicide of Cato," by Guercino; in Room 7, a "Madonna Enthroned," by the same painter, and a "St. Mark," by Guido Reni; in Room 8 several pictures are attributed to Rubens, Bordone, and Paul Veronese; in Room 9, two characteristic works by Teniers — "Peasants Carousing."

The White Palace contains collections of pottery and porcelain, a number of statues, among which is a "Magdalen," by Canova, and several fine works by Guido, Rubens, Sassoferrato, and others. The Dutch and Flemish paintings here include examples by the younger Teniers, Ruysdael, and Van der Neer.

Farther to the north, at the head of the Via Balbi, near the Piazza Annunziata, is the Palazzo Marcello Durazzo, built by Alessi, to which was added, in the last century, a superb staircase of marble. A small admission fee is required, and card catalogues are loaned to visitors. Among the famous pictures in this collection should be named two works by Ribera, "Heraclitus, the Weeping Philosopher," and "Democritus, the Laughing Philosopher," in Room 6; Rubens's "Silenus with Bacchantes," a sumptuous work, in Room 2; Van Dyck's portrait of James I. of England with his

Family, in same room ; Paul Veronese's " Marriage of St. Catherine," Room 4 ; Van Dyck's " Boy in White Satin," and Rubens's full-length portrait of Philip IV. of Spain, in Room 6.

Almost directly opposite is the Palazzo Balbi-Senarega, to which admission can be had under certain restrictions. A small admission fee is required, and when the family are at home, the gallery is open only from twelve to four. Card catalogues guide the visitor ; and of the various notable pictures, mention should be made of a " Madonna and Group," by Rubens ; " Gethsemane," attributed to Michael Angelo ; three fine portraits of the Balbi family, by Van Dyck ; " St. Jerome," by Guido ; portraits, by Titian and Rubens ; and a " Communion of St. Jerome," attributed to Filippino Lippi, but generally believed to be by Botticelli.

The Royal Palace, originally erected (seventeenth century) by the Durazzo family, and since remodelled, is at No. 10, Via Balbi, and is worth a visit. It may be seen except when the royal family are here, which is seldom. It is a good example of modern Italian art, having been restored and modernized in 1842. The view of the city and harbor from the terrace should not be omitted ; and some of the objects of art in the salons are handsome, a collection of rare porcelains being among the objects shown. A small fee is expected by the custodian.



GENOA—PORTA SAN ANDREA

Still farther to the north, and overlooking the harbor, No. 4, Piazza del Principe, is the famous palace of the Doria family, presented by the State, in 1522, to Andrea Doria, Doge and "Father of His Country." The frescoes in this palace are notable and fine, having been executed by Perino del Vaga, a pupil of Raphael, and they celebrate many of the naval and military exploits of Genoa; and others by the same artist illustrate incidents in Roman history and mythology. In the gallery leading to the terraced gardens overlooking the sea are portraits of Andrea Doria and his family in semi-heroic costume, the effect of which is somewhat incongruous. The gardens were once very grand, and their marble steps and terraces were accessible to the galleys of the proud Dorias whose fleets were on every sea. But the water-front is now occupied by warehouses, railway tracks, and the custom-house. Walks among cypress and orange-trees remain, however, and in the centre of the garden is a magnificent fountain of Neptune, the central figure of which was modelled from Andrea Doria. This is to be removed to one of the public squares. The Doria family now reside in Rome, and the side wings of the palace are rented to tenants, among whom is Verdi, the composer, who has for some years past lived in the eastern wing. On the opposite side of the way, and formerly connected with the Palazzo Doria, are other grounds and costly structures belonging

to the estate, a monument to the memory of a faithful family dog being among these curious objects of art.

At No. 5, Via Balbi, is the palace of the university, near the Palazzo Balbi-Senarega, which should be visited for the sake of a look at its court and staircase, probably the finest in Genoa. The building was intended for a Jesuit college, but was erected into a university in 1812. The second floor contains a library, natural history museum, and six fine statues and bas-reliefs in bronze, by Giovanni da Bologna. On a high terrace above is the botanical garden of the university.

In the centre of the city, on the Piazza Banchi, is the Borsa, or Exchange, a noble building, a monument of the ancient commercial grandeur of Genoa; it contains a fine statue of Cavour. Another commercial building is the Banco di San Giorgio, nearer the water-front, which formerly contained the most ancient banking establishment in the world. Its principal hall is adorned with a great array of marble figures, both sitting and standing, of eminent Genoese nobles and citizens of the olden time. In the Land Arsenal, on the Piazza Acquaverde, near the principal railway station, is to be seen a curious collection of antique armor, weapons, and naval implements. The Teatro Carlo Felice is the third in size in Italy; it is near the post-office, on the Piazza Deferrari.

Near the gateway of San Andrea, in the south-

eastern part of the city, is the house which is said to have been the birthplace of Columbus. But a tablet affixed to a house in Calvi, a small seaport of Italy, near the French boundary, claims this honor for that town. The walls at this point date from the time of the Emperor Frederic Barbarossa, and they run through the centre of the city.

Money.—The French system prevails throughout Italy, the lira being equal in value to the franc. Gold coins are as follows: 100, 50, 20, 10, and 5 liras. Silver coins: 5 and 2 liras and 1 lira, 50 and 20 centesimi. The copper coins are 10, 5, and 2 centesimi, being equal in value to as many centimes of French money. The franc, or lira, contains 100 centesimi. A piece of 5 centesimi is called a soldo, and as much of the retail business of Italy is transacted in soldi, this unit of value should be remembered. Bank-notes of all sorts should be refused, except those which are issued by the State Treasury and are known as the *Biglietti di Stato*, and are in denominations of 1, 2, 5, and 10 liras. This paper money is current at its face value in Italy, but is subject to a heavy discount outside of the Italian dominions.

Hotels.—None of the hotels of Genoa can be highly recommended. The Grand Hôtel de Gênes, near the Teatro Carlo Felice; the Grand Hôtel du Parc, Via Ugo Foscolo, and the Grand Hôtel Isotta, No. 7, Via Roma, are the best three of the whole number, which is not intended to be high praise.

Their charges for table and lodging average from 12 to 14 francs per day, not including lights. They run omnibuses to the stations and quays, which is a convenience. There are several cafés in Genoa, at which one may obtain excellent entertainment; of these one may mention the Concordia, No. 11, Via Garibaldi, opposite the Palazzo Rosso, with a pleasant garden and music; the Alcazar, Piazza Cavour, and the Italia, with a garden, on the little park of Acquasola. The Concordia is the best of these, where dinner may be had for 4 francs, and déjeuner for 3 francs, both including wine. Music is given at these cafés. John Carrara, an American-Italian, a good guide for Genoa and vicinity, may be found at the Concordia.

Churches.—The English churches of Genoa are the Church of the Holy Ghost, Via Goito, which holds services at 8.15 and 11 A.M., and 5 P.M.; the Seaman's Institute, No. 26, Via Milano, service at 7.30 P.M.; Presbyterian Church, No. 4, Via Peschiera, service at 11 A.M.; Genoa Harbor Mission, services on Sundays and Tuesdays, at 7.30 P.M., at the Sailors' Rest, managed under the direction of the British and Foreign Sailors' Society, and the American Seaman's Friend Society.

Excursions.—The visitor should by all means visit the Campo Santo, 1½ mile from town; open from 10 A.M. until dusk; fare there and back, with one-horse cab, 5 francs, with two horses, 7

francs. The omnibus is to be avoided. The Campo Santo is situated in the valley of the Bisagno, and on the drive thither may be observed some interesting ruins of a Roman aqueduct. This burial-place of the Genoese was begun in 1838; it is a great quadrangular structure, surrounded with one-story galleries containing mortuary statuary of varying artistic merit. In the upper row of the galleries is a noble circular chapel, near which is the tomb of Giuseppe Mazzini. Some of the statuary is remarkable for its realism. The Villa Pallavicini, at Pegli, 5 miles westward from the city, is notable for its wonderful gardens and grounds. Statues, fountains, grottoes, lakes, and other artificial embellishments combine to make the place very beautiful. A view from the highest point of land in the grounds is extensive and fine. Access by tramway from city every ten minutes during the day; avoid carriages, as the drive is unpleasant on account of network of rails. A row around the harbor is advised for those who have time. Small boats, at 2 francs per hour, may be had, and steam-launches ply from near the Banca St. Giorgio to points inside the harbor.

Purchases.—Genoa is noted for its silks, velvets, manufactures of gold, silver, and coral ornaments, and artificial flowers. Dealers will generally bear with patience some abatement of their prices. The shops of the goldsmiths, celebrated for their filigree work, are in the Via degli Orefici, to the right of

the Borsa, as one goes up from the water-front ; and the best shops for velvets are in the Piazza Campetto and its vicinity, north of the Cathedral of San Lorenzo.

Genoa is 524 miles from Algiers.

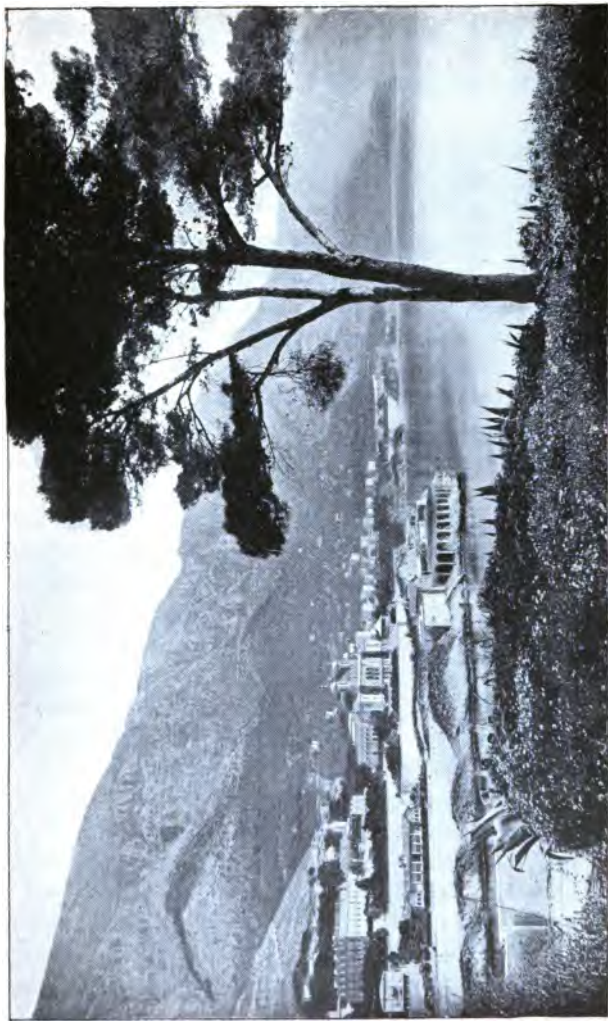
VILLEFRANCHE, MONTE CARLO, AND NICE

It is usual for steamers engaged in the Mediterranean trip to sail from Genoa to Villefranche, a small port 85 miles to the southwest, where passengers have an opportunity to visit Nice and Monte Carlo. At this point, too, the tourist may conveniently depart for Ventimiglia, San Remo, Cannes, Fréjus, Hyères, and other points on the Riviera. The traveller may take the Paris, Lyons, and Mediterranean Railway at Genoa for Nice ; distance, 95 miles ; first-class fare at the rate of 4 cents per mile ; time 7 hours. The railway journey is tedious, owing to the slowness of the train and the great number of tunnels through which the line passes.

Many tourists prefer to leave the train at some one of the points along the line and drive to Nice over the highway, from which the most lovely and extensive views of the sea and shore may be obtained. Mentone, 19 miles from Nice, is a good place at which to take the famous Corniche Road, though others take that route from San Remo, or from Ventimiglia, at which latter town

is the customs station, before entering French territory. The Corniche Road, constructed under Napoleon I., traverses the most picturesque and beautiful portion of the Riviera; it winds in and out among the bold promontories that jut out into the sea along the coast; and these are covered with most luxuriant vegetation; ancient castles, villas and churches diversify the landscape, and white villages with their red-tiled roofs nestle among the verdurous hills or gleam along the shore. The drive from Mentone to Nice occupies 4 hours; the fare is 25 or 30 francs, with the usual *pour-boire* to the driver. Bicyclists make the journey in less time; but the French customs officials are unfriendly to the wheel and interfere with an import duty, which may be refunded when the wheelman returns.

Monte Carlo, famous for its great gambling establishment, is in the little principality of Monaco, and is 5 miles from Nice, from which point it may be reached by rail, omnibus, or carriage drive. From the railway station access to the gaming casino and surrounding establishments is had by the lift, or *ascenseur*, for the use of which a small fee is required. The hotels of Monte Carlo are all very good, the chief being the Métropole, Continental, Windsor, Splendide, St. James, and the Villa des Fleurs. Nearly all of these are closed in summer. Their charges are 10 francs and upwards per day; but the three first-named houses demand higher rates than the others. The two res-



MONTE CARLO

taurants, the Café Riche and the Restaurant de Paris, are also high in their charges.

The Casino is an ornate structure designed in the florid style of the Renaissance, by Garnier, of Paris. Among its decorations are a statue of Music by Sarah Bernhardt, and one of Dancing by Gustave Doré; inside are paintings by Boulanger, Clairin, Feyen-Perrin, and Lix. The grounds are filled with an immense variety of trees and shrubbery, palms being collected from every branch of the palm family. Splendid views from the terraces are to be had, and music adds to the allurements of the place. Entrance to the gaming-rooms is procured by tickets obtained on application (*gratis*), at the office to the left in the vestibule, only the presentation of a visiting-card being required.

The gaming-rooms are open daily from noon to 11 P.M. during the season, which includes the winter months. The games are roulette (with stakes from 5 francs to 6,000 francs), and trente-et-quarante (stakes 20 to 12,000 francs). In the *Salles des fêtes*, which are to the left of the main entrance, are given daily concerts and operatic performances during the season; admission by special ticket.

Monaco, the seat of the Prince of that name, is situated on a bold, rocky promontory, one mile from Monte Carlo. The town is surrounded by fortifications built by Louis XIV., of France, and has a historic character aside from its relation to the great gaming establishment from which the Prince

of Monaco (of the ancient house of Grimaldi), derives his vast revenues. The palace is adorned with fine portraits; and a modern cathedral in the Romano-Byzantine style is the only other notable building here.

Nice is beautifully situated at the head of the Baie des Anges, with a southern exposure; it is sheltered on the north by the Maritime Alps, within whose semicircular range it is built. The temperature in winter is mild, the lowest point reached by the thermometer being 27° ; a dry wind from the Alps, the mistral, which occasionally prevails in winter, is its sole drawback as a health-resort; the vicissitudes of temperatures are never sudden.

Nice (Italian name *Nizza*), is the ancient Nicæa, founded by the Phocæans of Massilia, in the fifth century B.C. It was subjected to the rule of the Romans; was made the capital of Provence during the Middle Ages; was contended for by sundry powers during later years, restored to Sardinia in 1814, and finally annexed to France by the treaty of March 24, 1860, the act of annexation being formally ratified by popular vote. Population, 88,273.

Nice is a city of hotels, boarding-houses (or *pensions*), cafés, restaurants, and establishments for the entertainment of visitors. The shops are numerous and brilliant, many of them being branches of Parisian *magasins*, with which they vie for extensiveness of display. There are, however, few

articles of local interest sold here; goods manufactured of olive wood, and delicious candied fruits, being about all that the tourist will find peculiar to Nice, although examples of *marquetric*, or inlaid wood-work, are sold here at reasonable prices. The best shops are on the Quai St. Jean-Baptiste and the Quai Masséna.

The carnival and the festivities of mid-Lent are celebrated here with much spirit, and the "Battle of the Flowers," which figures on the Promenade des Anglais during that period, is considered "great fun" by visitors. Horse-racing in January at the course on the banks of the Var, and yacht races later in the season, are among the amusements of the place.

As the visitor enters Nice from the railway station by the Avenue de la Gare, he intersects, about halfway in, the two principal arteries of the city, the Boulevard Victor Hugo on the right, and the Boulevard Dubouchage on the left. The avenue ends in the Place Masséna, where omnibuses, tramways, and other conveyances, including brakes to Cimiez and Monte Carlo, may be found. The Quai Masséna, to the right as one faces the sea, leads to the water-front, which is skirted by the Promenade des Anglais and the Boulevard du Midi, both affording delightful walks along the seaside, with fine views of the sea and the city. The port, or basin for shipping, is to the eastward; it is known as the Port de Limpia and is defended by a mole. Music

is given daily in the Public Garden, near the lower end of the city, and fronting the sea.

Marshal Masséna and Garibaldi, both of whom were born here, have monuments erected to their memory. The statue of Masséna is of bronze, by Carrier-Belleuse; it stands in the square to which has been given the name of the Marshal. The statue of Garibaldi, by Etex and Delaye, stands in the Square Garibaldi, on the eastern side of the city and north of the castle hill. Westward from the Place Masséna, and following the Rue Masséna, one comes to a marble cross which was erected to commemorate the pacific meeting here of Charles V. and Francis I., in 1538, by the intervention of Pope Paul III. This quarter of the town is known as the Quartier de la Croix de Marbre.

Most of the hotels are closed from the beginning of summer to the end of September. From the multitude of these establishments it is difficult to select those which are most highly recommended; but the following are among the best known: Hôtels des Anglais, de Luxembourg, de la Méditerranée, and Westminster—all on the Promenade des Anglais; Hôtels de Paris, Bristol, de Nice, d'Europe et Amérique—in the Boulevard Carabacel; Îles Britanniques, Paradis, Splendide—in the Boulevard Victor Hugo; Hotel International—in the Rue Rossini. The charges for rooms at these houses are from 4 to 10 francs per day for rooms; *déjeuner*, 4 francs; dinner, 6 francs; wine, lights, and

attendance extra. *Pension*, or board and lodging by the day, from 20 to 30 francs. *Pension* from 8 to 14 francs per day may be had at the Pension Anglaise and the Pension Rivoir, in the Promenade des Anglais, and at Pension Internationale, and Pension de Genève, Rue Rossini ; all of these places are well spoken of. The restaurants are numerous and are readily found by the visitor ; their prices are uniformly high ; and the same may be said of the cafés.

One-horse cabs with two seats charge 1½ franc for a drive within the *octroi* limits of the town, by day, or 2 francs, by night ; 2 francs per hour in the town, by day, or 2½ francs by night ; 3 francs outside the town, by day, or 3½ francs by night ; for a one-horse cab with seats for four, add twenty-five per cent. to these rates ; for a two-horse cab, with seats for four, double the rates. Special rates are fixed by law for all the excursions that may be made from Nice. Visitors should inspect the official tariff, which should be furnished by the drivers ; hotel porters may usually be relied upon for a fair statement of all prices current.

There is an American church at No. 21, Boulevard Victor Hugo ; a Scotch church in Rue St. Etienne ; and one English church in the Avenue Notre Dame, and another at Carabacel.

Villefranche is three miles from Nice, and is reached by a smooth and picturesque road from Nice ; cab-hire at the usual excursion rates above specified.

MALTA

The Maltese Islands are three in number—Malta, Gozo, and Comino, with two diminutive islets. They lie within latitude $35^{\circ} 55'$ N. and longitude $14^{\circ} 30'$ E. Malta, the principal island of the group, is about 60 miles in circumference, and is $17\frac{1}{4}$ miles long and $9\frac{1}{4}$ broad; it is 190 miles from the mainland of Italy, and 200 miles from the nearest point on the African coast, Cape Bon. The islands belong to Great Britain, and are the rendezvous of the British Mediterranean squadron; and troops to the number of about 5,000 are usually stationed here.

The population of the islands, exclusive of the garrison, is about 167,000, nearly all of which belongs to the Island of Malta. The general appearance of the land, seen from the sea, as a ship approaches, is dreary and barren; the islands are rocky, and, except where sedulous care has developed vegetation, the surface is uninviting. But there are many fine gardens, vineyards, orange-groves and plantations to be found here. The highest point of land on the group is near Casal Dingli, Malta, 750 feet above sea-level. The winter cli-



MALTA—THE SALUTING BATTERY



mate is deliciously mild, but the summer heats are unendurable, and the sirocco prevails during the early autumnal season.

The exports of the islands are corn, cotton, potatoes, and tropical fruits. Visitors will find in Valetta many beautiful articles in the characteristic Maltese lace and in gold and silver filigree. The cabinet work of Malta also has a high reputation.

The history of Malta is lost in the mists of tradition and fable. According to Homer, the island was peopled by giants, who called their country Hyperia. There are historic remains of the Egyptians, but the date of their occupation is unknown. After them came the Phoenicians, who arrived here about 1400 B.C., and gave the name of Ogygia to the region. Traces of their art in building and pottery are occasionally turned up in the soil, and some of these are to be seen in the museum of the public library. Diodorus Siculus refers to the ancient Melite, as the Romans called Malta. Greeks, Romans, Carthaginians, and Saracens have fought for the possession of Malta; and Regulus, Hamilcar, Sempronius and other famous men have been engaged here.

But it is as the fortress of the soldier-priests—the Knights of St. John—that Malta is chiefly remembered in history, although students of the Bible invest the island with a certain sacred interest, as the scene of St. Paul's shipwreck, so graphically described in Acts xxvii. After their expulsion from

Jerusalem by the Saracens, the Knights took refuge in Acre, Cyprus, and the Island of Rhodes, successively, and finally established themselves here in 1530 under the patronage of Charles V., and with the consent of the Pope, Paschal II., L'Isle Adam being then Grand Master.

The foundations of the city of Valetta, the entrepôt of the islands, were laid by Grand Master La Valette, in 1566. The fortifications of the island and its two fine harbors were constructed with great skill and at heavy cost. They are considered impregnable, the natural situation and conformation of the island being artfully utilized to defend it by means of works of enormous extent and strength. The city is situated on the northeastern shore of the island, upon a promontory of Mount Scceberras, which separates the two harbors, Grand Harbor and Quarantine Harbor. The entrances to these two basins are defended by prodigiously strong forts, and, owing to their narrowness and the tortuousness of the channels, vessels are sometimes hindered from coming in when gales prevail.

In 1798 Malta was surrendered to the French, and the Order of The Knights of St. John was dissolved; Ferdinand Hompesch being the last Grand Master. Napoleon Bonaparte received the surrender on board a French frigate. The British, after a series of naval operations, under the direction of Lord Nelson, took possession of the island in 1799 and have held it ever since. Many of the forts on the island

are historic ; they are celebrated as figuring in the sanguinary contests that took place between the Knights and the Turks.

The government is administered by a Governor appointed by the British crown, and a council of twenty—six of whom are appointed, and fourteen who are chosen by the local electors. The public finances are in a prosperous condition, the local government being self-sustaining with a considerable surplus invested in British consols.

The crowning glory of Valetta is the Church of St. John, constructed by the Knights. The cornerstone was laid in 1573, and the edifice was consecrated five years later. The façade of the building is flanked by two massive towers in Norman architecture, one of which contains a chime of ten bells, and one bears a clock with three dials which indicate the hour, the day, and the month. The interior of the church is magnificent and impressive. The Grand Masters of the Order and other dignitaries of the olden time vied with each other in adorning and beautifying the sacred edifice and enriching its several chapels. The tombs of the Grand Masters are decorated with richly colored marbles and sculptures. The walls are covered with green marble, and the floor is inlaid with some two hundred mortuary slabs in memory of the Knights. These monuments are quaint, and many of them are curiously beautiful. The building is 187 feet long, and, including the side chapels, 118

feet wide. The ceiling is covered with fine paintings by Mattia Preti. In the chapels are preserved many sacred relics, among which are a thorn from the crown of the Saviour, one of the stones cast at St. Stephen, the right foot of Lazarus, and some of the bones of St. Thomas of Canterbury. The First Napoleon plundered the church of its treasures; and he carried off many other valuable articles from Malta, among them being a richly jewelled sword presented to Grand Master La Valette by Philip II. of Spain.

The Governor's palace, St. George's Square, was formerly the palace of the Grand Master of the Knights of St. John. It is a massive building 300 feet square, and within it is a court-yard filled with trees and shrubbery. The Council Chamber and the Armory are the show-places of the palace. The first-named is adorned with frescoes and portraits. From the windows of this room one looks out upon a court-yard to the famous clock which was modelled after that of St. Dunstan's, London, the hours and quarters on which are struck by two Moorish figures in bronze. In the Armory are rows of effigies clad in antique armor; the sword, battle-axe, and coat-of-mail of Dragut, the Algerine corsair, who aided the Turks in their siege of Malta, in 1565; the gold-and-steel inlaid armor of Grand Master Wignacourt; the papal bull ratifying the deed of gift by which Charles V. conveyed the island to the Knights; a cannon made of a copper

tube and wound with tarred rope, used by the Turks during their siege of Rhodes, and the trumpet which sounded the retreat of the Knights from Rhodes, in 1523. A great variety of arms and armor of ancient and modern times may be seen here. In the dining-room and along the corridors are painted the portraits and armorial bearings of the Grand Masters and Knights. In the dining-room may be seen a portrait of Louis XVI., painted and presented by David; also of Louis XIV., George IV., and Queen Victoria.

Other important public buildings are the Main Guard, or military headquarters, St. George's Square; the Borsa, or Exchange, on the Strada Reale; the Public Library, Victoria Square, containing some 50,000 volumes and a valuable museum of archæological and antique curiosities; the Upper Baracca, one of the most imposing relics of the Knights' occupation, from which magnificent views of the harbor may be obtained; the Royal Opera House, a modern structure of fine proportions; and the Military Hospital, built in 1575, and containing the longest room in Europe, a ward 185 feet long, nearly 35 feet broad, and 31 feet high.

The old Fort St. Elmo, famed for its heroic defence against the Saracens, deserves a visit; and a catacomb chapel, several of the old city gates, and the rock-hewn depositories of grain will interest the visitor.

If time permits, an excursion to Città Vecchia,

the ancient capital of Malta, will repay the tourist. Here are many curious and interesting relics ; the cathedral is built upon the traditional site of the house of Publius, who entertained St. Paul. Some catacombs of very ancient origin are shown here, and it is believed that these lead to a subterranean way to the distant seacoast, prepared by the Turks during their occupation of the island. St. Paul's Bay, where the Apostle is believed to have suffered shipwreck, is on the north side of the island, about six miles from Valetta. The sacred spot of the shipwreck is marked by a square tower and a small church, built here in 1610. Although the tradition that St. Paul was shipwrecked on the island of Malta has been often and violently disputed, the evidence that this is the place where that event occurred is convincingly presented by many authorities, among whom Conybeare and Howson may be mentioned.

The hotels of Valetta are indifferent in quality. The best are the Grand, 247 Strada Reale ; Imperial, 91 Strada Santa Lucia ; Morrell's, 150 Strada Forni ; and Royal Hotel, 30 Strada Mercanti. Restaurants of limited capacity are at 28 Strada Reale and 130 Strada Vescovo. The Maltese are fond of sweets and ices, and there are six well-conducted establishments in the city for the manufacture and sale of these dainties.

The Maltese constitute a race by themselves, and they maintain a great deal of racial pride. Their

origin is mixed, and their language is a mixture of Arabic and Italian. Their family names indicate their Spanish, Portuguese, and Italian descent. English money is the standard currency of the islands.

Valetta is connected with the telegraphic system of Europe and America by means of a cable to Italy. The tariff to England is 8 shillings per eleven words. Post-office and telegraph station on the Strada Mercanti.

Carriage-hire is inexpensive: trips under fifteen minutes in length, sixpence; under thirty minutes, one shilling; for every quarter-hour above one hour, fourpence; two-horse carriages, a fare and a half for the same time: by distance, one-horse carriage, sixpence a mile; two-horse, one shilling, with an addition of sixpence for each half-mile beyond the first mile.

Malta is 650 miles from Villafranche.

ALEXANDRIA

The sea approach to Alexandria is not impressive. The coast lies low and is marked only by an occasional tall tower, or a light-house, and a few groups of palms stand out against the tender blue Egyptian sky. A long breakwater defends the harbor on its northwestern side, and a great pier or mole opposite it practically divides the harbor into two basins, the inner and outer. The city is built upon a narrow sandy strip which lies between the sea and Lake Mareotis. It is situated between latitude $29^{\circ} 58'$ E. and longitude $30^{\circ} 2'$ N. Population, 200,000, of which 50,000 are Europeans, chiefly Greeks and Italians, with a few French and Germans and English. The Mohammedans live in the north and west quarters of the city.

On the left, as one enters the harbor, are the palace and harem of Ras-et-Tin, a light-blue cluster of buildings, constructed by Mehemet Ali and restored by Ismail Pacha. Beyond, to the north and west, are the dockyards, arsenals, and workshops, none of which are interesting. The Mahmudiyeh Canal, which connects the Nile with the sea, enters the inner harbor by a series of locks, affording entrance

to the commerce of the great river. The principal exports are cotton and cotton-seed, rags, barley, wheat, rice, sugar, beans, and onions. The shipping is chiefly British, and more than 2,000 steamers under that flag annually clear from the port.

Alexandria was founded by Alexander the Great, in 332 B.C., and is the most enduring monument of his victorious Egyptian campaign. Its golden age was under the reign of the first three Ptolemies—Soter, Philadelphus, and Euergetes, from 323 to 222 B.C. During that period the names of Demetrius Phalereus (who founded the famous Alexandrine Library), Apelles, Euclid, Strabo, Aristarchus, Apollodorus, Theocritus, Aristophanes, and many other eminent men, were associated with its art and science. It was the seat of literature, science, art, and poetry. It was during this period, too, that the Old Testament was here translated into Greek from the Hebrew, receiving the name of the Septuagint from the fact that about seventy pious scholars, called “the Seventy,” were engaged in the work.

- This continued to be the greatest commercial port of the world, and the chief seat of Greek learning until after the Christian era. The quarrels of the Ptolemies over the royal succession invited the interference of the Romans, and, after the historic drama in which Pompey was murdered at Pelusium, and Cleopatra, Cæsar, and Mark Antony figured as the principal actors, the city was the scene of many

and sanguinary civil dissensions. It was captured by the Persians under Chosroes, A.D. 619, by the Saracens under Kalif Omar, in 641, and during the Middle Ages sunk to obscurity and insignificance. The sea route to India by the way of the Cape of Good Hope, and the discovery of America, gave a death-blow to Alexandria's commerce. Mehemet Ali, the famous pasha of Egypt, arrested the decay of the region, and, by his wise and energetic policy promoted its return to prosperity. He constructed the Mahmudiyeh Canal (1819), improved the harbors, and planned a series of irrigating canals which have brought fertility and wealth to the Nile Delta. The city was greatly damaged by the bombardment that took place in 1882, during the insurrection of Arabi Bey, and the traces of the ruins of that portion of Alexandria, which was then burned, yet remain.

Modern Alexandria does not offer many attractions to the tourist, who usually presses on to Cairo after a brief survey of the ancient remains to be found here. Chief among these is Pompey's Pillar. This noble column is readily discernible as the ship enters the outer harbor. It is south of the city and near an Arab cemetery. The monument is of red Assuan granite and is 104 feet high; the pedestal stands on what appears to be an artificial eminence; the shaft is 67 feet high, 9 feet in diameter at the base, and nearly 8 feet at the top. The capital is Corinthian, but was never finished. The pil-

lar stood in the midst of the Serapeum, or great temple dedicated to the worship of Serapis. Its origin is involved in doubt. In the beginning of the fourth century after Christ, a Roman prefect of Alexandria, one Pompeius, caused to be engraved on the column a fulsome eulogium of Diocletian ; and from this comparatively trivial circumstance, his own name, long after the erection of the monument, was attached to it. It is hardly necessary to say that Pompey the Great had nothing to do with the pillar that bears his name.

The centre of foreign life and activity is Place Méhémet-Ali, a handsome square surrounded by substantial buildings which, for the most part, have been constructed since the bombardment in 1882. The shops and bazaars are well stocked and afford ample opportunity to the tourist who would replenish his travelling outfit ; but it is wise to defer the purchase of curios until after reaching Cairo. The general aspect of this portion of the city, as well as of the shops and goods, is French rather than oriental. The names of the streets and other public places are all in French ; but British political influence predominates.

A drive to the Mahmudiyeh Canal, where one sees considerable Nile commerce, will repay the visitor. The Catacombs, ten minutes drive to the south of Pompey's Pillar, are interesting, and consist of four chambers containing tombs, human remains, and Egyptian sculptures. The Museum, on

the eastern part of Rue de Rosette, contains a variety of highly interesting objects of Greek, Egyptian, and Roman art, in marble, terra-cotta, basalt, ivory, horn, gold, silver, and alabaster.

The best two hotels are the Hôtel Khédivial (corner of Rue Chérif Pasha and Rue de Rosette, near the railway station), and the Hôtel Abbât, in the Place de l'Église. Rates, sixty piastres per day ; lights, attendance, wines and liquors extra. The second-class houses are the Hôtel du Canal de Suez, Boulevard Ramleh ; Hôtel des Voyageurs, Rue de l'Église Ecossaise, and Hôtel Bonnard, the prices at which are moderate. At all hotels in the East the sojourner is charged for rooms and meals, with "extras" as on the American plan, whether one takes his meals in the house or not. The cafés of Alexandria are numerous, and coffee in the Arabian or the European style may be had ; the restaurants are few and poor.

Cabs for drives within the town may be hired for eight or ten piastres an hour during the day, with higher rates at night ; an afternoon drive is ten or twelve francs. It is prudent to make a bargain beforehand with the drivers ; and a dragoman, or guide, from the hotel will make a long drive more agreeable to the tourist.

Post-office, three blocks northeast from the Place Méhémet-Ali ; open from 7 A.M. to 7.30 P.M., except for two hours after noonday. The Egyptian telegraph station (for inland messages) is in the Ex-

change, Place Mèhémet-Ali ; English telegraph station, for cable and foreign business, at the west end of Boulevard Ramleh, opposite street leading to the Exchange.

American consulate, St. Mark's Buildings, Place Mèhémet-Ali. In the same vicinity will be found the consular offices of most of the European powers, tourists' agencies, offices of the steamship companies, and bankers. The principal banking agencies are as follows : Banque Impériale Ottomane, Bank of Egypt, Anglo-Egyptian Banking Company, Crédit Lyonnais.

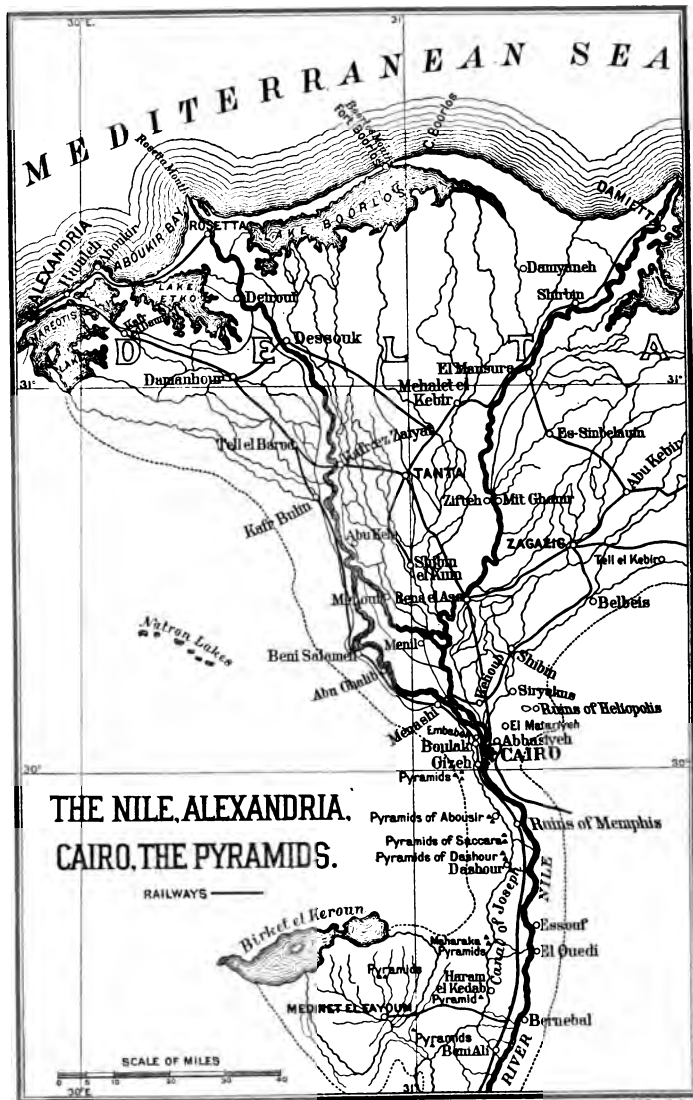
There are three Protestant churches, two Greek, and two Roman Catholic churches, notices of whose services are usually posted in the hotels.

French coinage is more common than any other foreign money ; but the tourist will do well to familiarize himself with the use of Egyptian currency, the basis of which is the piastre, equal to five cents, American money. The double piastre, or *ghirshen*, is equal to ten cents ; the *rub'a riyal* is twenty-five cents, and the *nusseh riyal* is fifty cents ; of the gold coins may be mentioned the Egyptian pound, equal to \$5, and the half-pound, \$2.50. There are small nickel coins, worth one and two cents, and one-half cent ; also copper coins too small for any use but as backsheesh.

Baggage is searched here for tobacco, cigars, and firearms ; and as the exportation of antiquities is forbidden, except under special permission, a some-

what perfunctory examination of baggage is made on departure. The custom-house is under the supervision of European officials, who are civil and not open to offers of backsheesh.

Alexandria is 810 miles from Malta.



CAIRO

By rail from Alexandria to Cairo is 130 miles; express trains make the trip in $3\frac{1}{2}$ hours; fare, 1 Egyptian pound, 5 piastres, or \$5.25; 52 piastres, second-class, equivalent to about \$2.50. Luggage not carried in the hand is extra, and the tariff is so complicated that the assistance of the hotel commissionnaire is needed to settle matters. The traveller with luggage to be checked should allow a half-hour for that operation. Willing porters, who are content with a light gratuity, carry the small luggage into the train and dispose of it in the carriage-racks. At all the important points along the railway line refreshments may be bought, and fruit, coffee, and other liquids are hawked along the platforms at these stations.

The journey is intensely interesting, unless the day happens to be very hot, or the way dusty, in which case the discomfort is very great. Lake Mareotis, which the line skirts immediately after leaving the environs of Alexandria, lies on the right. It was originally a wide basin of rich, cultivable land, famous for its vineyards. The British, during their siege of Alexandria, in 1801, cut the

embankment which defended the basin from the sea, and 150 villages were destroyed. On the left of the line is Lake Aboukir. The wing-like sails of the Nile boats on the Mahmudiyeh Canal, and the camel and donkey trains along the embankments, afford a novel picture to the stranger. Farther on one sees the natives at work in the fields, and observes the curious contrivances used by the people in their labor.

Damanhur, $38\frac{1}{2}$ miles from Alexandria, was the ancient Egyptian city of Horus; southeast from here, on the ancient Canopic arm of the Nile, is Naukratis, founded by a Greek colony, about 700 B.C. and discovered by Professor Flinders Petrie, in 1885; the ruins do not repay a visit. At Kafr ez-Zaiyat, the third stop from Alexandria, one sees some of the most extensive grain-fields in the Delta; the town is an important shipping point for the grain trade. Irrigation is obtained by means of small artificial canals; and water-wheels (sakiyeh), and buckets slung from long poles (shadoofs), are worked by the patient tillers of the soil. The fellah villages are huts of mud with occasional mosque minarets rising from the gray huddles of habitations, and graceful groups of palm-trees, carefully tended for their yield of dates, adorn these humble hamlets. At Tanta, 76 miles from Alexandria, are held three great fairs during the year (in August, January, and April), at which congregate nearly 500,000 persons from all parts of the Eastern Mediterranean and



CAIRO—MOSQUE OF SULTAN HASSAM

Northern Africa. The occasion is one of great importance to the people, and presents a lively and interesting picture of oriental life ; it lasts one week. The tomb of Seyid Ahmed el-Bedawi, the most popular saint in Egypt, is in the large mosque here and is an object of many pious pilgrimages.

Just before reaching Benha ($\frac{3}{4}$ hour from Cairo), the line crosses the Damietta branch of the Nile. The mountains inclosing the Nile higher up now begin to loom on the horizon, and presently the outlines of the Pyramids are visible in the extreme distance on the right of the train. At Kalyub ($120\frac{1}{2}$ miles from Alexandria), the Pyramids are quite sharply defined against the sky. The Libyan chain of mountains now becomes visible on the right ; and on the left one sees the Mokattam hills, beyond the citadel, and the slender minarets of the mosque of Méhémet-Ali. Traversing the beautiful environs of Cairo, and noting the fine avenue leading to the old vice-regal residence and gardens of Shubra, we enter the station, where hotel commissionnaires, omnibuses, luggage-wagons, and cabs await the weary traveller. This service is satisfactorily performed, and with as much expedition as can be expected in an oriental country.

Cairo is the second city in size in the Turkish Empire and is the largest city in Africa. It is the seat of government of Egypt, the residence of the Khedive, and the centre of an immense commercial traffic. The population is estimated at about four

hundred thousand, but owing to the habits of the people, exact returns are impracticable. The city covers an area of eleven square miles, on the right bank of the Nile, nine miles from the junction of the Damietta and Rosetta branches of that stream. The inhabitants, native and European (the former being Egypto - Arabian), are Fellaheen, Copts, Turks, Jews, Africans of various races, Syrians, Persians, Armenians, East Indians, and representatives of other Oriental peoples.

The Babylonians, under the command of Cambyzes, are said to have founded the city (called New Babylon), after the conquest, in 525 B.C. The city was occupied by the Romans, traces of whose buildings are still to be seen in Old Cairo. Amr, the general of Khalif Omar, took New Babylon, A.D. 640, after a long siege, during which he occupied a tent outside the walls; after the capitulation, Amr found that a dove had built its nest in the folds of the tent, or *fostat*, and he ordered it to be left undisturbed, and around this arose a modern city, which continued to be known as *Fostat*. The modern city of Cairo was founded near this site by the Fatimite Khalif Muizz, A.D. 969.

The Nile mud furnished material for bricks, and the gigantic ruins of Memphis were used as a quarry for building stone; the great pyramids were also used for the same purpose, and the stone incrustations of those wonderful monuments were carried off by the builders of Cairo. The citadel, built on the

slope of the Mokattam hills, by Sultan Saladin (1166), was also constructed of these materials, although the hills were also drawn upon for building stone.

Cairo was long torn and devastated by the dissensions and revolts of the Mamelukes, a cavalry corps which had its origin in a band of slaves sold to the Sultan of Egypt by Genghis Khan, in the thirteenth century. These ruffians contrived to get possession of the government from time to time during the next three centuries, keeping the city in a continual state of terror until 1517, when the Turkish Sultan, Selim I., overthrew their power. They were retained as a part of the Egyptian army until 1811, when Mehemet-Ali, weary of their rapacity and insubordination, beguiled the four hundred and seventy chiefs into the citadel, where they were all massacred with the exception of one, a boy, who jumped with his horse from the walls and escaped with his life. A general massacre of Mamelukes through Egypt was ordered at the same time, and the disturbers vanished forever. Napoleon I. occupied Cairo during his Egyptian campaign, and his general, Kléber, left in command when Napoleon started on his return to France, was assassinated here by a native, August 3, 1800. The French garrison evacuated the citadel in 1801, and four years later the great Mehemet-Ali, Pasha of Egypt, took possession, and, except for the massacre of the Mamelukes, nothing of moment has since occurred in the history of Cairo.

Cairo is one of the most interesting and picturesque cities of the world. Its varied life, its ever-shifting panorama of human existence, its bizarre mixture of savagery and high civilization, and its grotesque gathering from every tribe beneath the sun, combine to make the Oriental City absolutely unique among all the habitations of mankind. The streets of the old town are narrow and unpaved, and the visitor must go through them on foot if he would see the sights to the best advantage, although donkeys are available to some extent; but even these, and much less the small cabs, cannot penetrate the alleys and lanes in which much of the retail business of Cairo is carried on. In sharp contrast with these narrow streets of bazaars are such handsome modern thoroughfares as the Boulevard Méhémet-Ali and the Place Ibrahim Pasha, which are broad, well-paved, and lined with imposing buildings.

The Muski is the main thoroughfare of old Cairo, and the best native shops and bazaars must be looked for along its line. The Muski is a narrow street, beginning at the small square of Atabet el-Hadra, just to the southeast of the Ezbekiyeh Garden, and running over the hill (Rond Point de Muski) into the Rue Neuve to the eastward. As a rule, only one kind of goods can be found in each shop, or bazaar; there are shops for the sale of gold and silver work, shops for gems and precious stones, shops for leather-work, shops for rugs and

carpets, and so on ; but in some of the great bazaars a more varied assortment of articles may be found. Many of the bazaars are dirty lanes, partly roofed over, and not inviting to fastidious travellers. Perseverance, however, is sometimes rewarded by valuable finds and good bargains. But bargaining is difficult business here. The dealer sometimes asks four, or even five times as much as he will be willing to take. The process of bringing him down from his asking-price to his taking-price is wearisome and trying to one's patience and self-respect. The tourist should beware of being "coached" by the local guides and dragomans ; these are often sharers in the profits of the dealer. If one is in haste and cannot come again and again, and without his guide, he will pay dearly for his purchases. The principal market-days are Mondays and Thursdays, and on these days, in addition to the usual crowds of coffee-sellers, water-bearers and peddlers of small wares, the money-changers and auctioneers are augmented in number ; the scene becomes indescribable. In these labyrinthine lanes may be bought every variety of Oriental manufacture—gold- and silver-work, shawls, scarfs, rugs and carpets, richly colored and embroidered leather-work, inlaid woods, candied and preserved fruits, costumes, gems, and precious stones, and innumerable so-called antiques, of which latter commodity the traveller should beware ; they are apt to be fraudulent. All the or-

dinary wants of travellers—articles of clothing, for the toilet, hats, caps, etc.—may be supplied in the French and English shops in the Ezbekiyeh.

With the shops and bazaars, the mosques of Cairo, which number nearly two thousand, will claim attention. The mosque of Sultan Hasan, in the place of that name, at the southeastern end of the Boulevard Méhémet-Ali, is one of the most notable structures of its kind in Cairo. It is a fine example of Arabian - Byzantine architecture, and is roofed with lofty vaulting. After the Arabian manner, the dome is supported by drums which are concealed within the “stalactite” ornamentation below. The south minaret is the highest in Cairo, measuring 280 feet above the pavement. The gateway deserves notice, as it is a remarkable example of this school of art, and has been copied in Egyptian and Persian-Arabian structures; it has the broad treatment of the early Egyptian manner. The mosque of Mehemet-Ali, in the citadel, is also worthy of a visit, and the view from the citadel should be seen more than once; it is one of the finest in Egypt, and is most beautiful at evening when the distant pyramids are clothed in violet and azure tones, and the whole city is enveloped in a mysterious pinkish and purplish haze. The mosque is encrusted with yellow alabaster, and its columns are of the same beautiful material. The interior is a large quadrangle with four enormous piers on which rest the lower edges of the domes.

In the southeast angle is the tomb of Mehemet-Ali, who died in 1849. Southeast of this building is the Mosque Ibn Kalaun, built in 1317, and regarded as a good example of Moorish architecture; and immediately to the southeast of this is the so-called Joseph's Well; but the visitor should be warned that the well was discovered and used by the Sultan Saladin Yusuf, and is not, as the guides aver, the pit in which Joseph, the son of Jacob, was concealed by his brethren.

The oldest mosque in Cairo is the Talun (or Taloon), built by the founder of the Tulunide dynasty, A.D. 879. The interior contains much fine work in marble and mosaic; but the delicate carved wood-work has fallen into decay. A winding staircase leads around the northwest minaret, on its outer wall, and an ascent to the top will be repaid by a wide and beautiful view. The fully developed horse-shoe arch will be noted in the lower story of this mosque.

Near the Booksellers' Bazaar, which is just south of the Rue Neuve (or continuation of the Muski), is the Mosque el-Azhar, or "the blooming," founded A.D. 973, by the vizier of the Sultan Muizz, and now used as a university. It has been recently restored and has many points of special interest, among which is its hall of 140 columns, 100 of which are antique. This is the headquarters of Mohammedan fanaticism, and visitors are cautioned that their demeanor while in the univer-

sity should be decorous and respectful. The Arabic language, religious science, and jurisprudence are taught here to native students whose terms last from two to six years. The Muristan, on a narrow street to the northwest of the university, on the farther side of the Rue Neuve, will repay a visit if the tourist has the time to spare. The principal entrance is from the street En-Nahhasin. It was once a vast hospital, but is now in a ruinous condition; nevertheless, some of its original beauties survive to indicate its former magnificence. Adjoining the Muristan is the tomb of Mohammed en-Nasir ibn Kalaun (A.D. 1300), in a mosque whose only attraction is its delicately moulded interior stucco-work.

The most famous museum of Egyptian antiquities in the world is that of Gizeh, founded by Mariette Bey; the present director is Jacques de Morgan. The museum is on the left bank of the Nile, 3 miles from the Ezbekiyeh (from which all Cairene distances are reckoned), and is open daily, in winter, except on Mondays, from 9.30 A.M. to 4.30 P.M. Admission, 5 piastres; free on Tuesdays, but is then crowded with native visitors. Catalogues obtainable at the entrance, but not indispensable, as most of the objects are labelled. The collections are numerous and of priceless value; the visitor should, if possible, devote more than one day to a careful inspection. Duplicates of the antiquities, when found, are sold by the museum authorities in a

sales-room on the first floor of the building. In the park in which the museum is situated is the decaying palace of Gizeh, formerly occupied by the Khedive Ismail's harem; the collection of Egyptian antiquities formerly at Boulaq is deposited here. On the right of the road leading to the palace is the top of an obelisk from Karnak. On the right of the Gizeh Museum entrance is a tall pedestal supporting a red granite sphinx with the cartouches of the Pharaoh of the Oppression. The mummy of this potentate is to be seen in the museum. Near the front of the museum is the marble sarcophagus of Mariette Bey, who died in 1881. Another collection of antiquities, chiefly Arabian, may be seen in the old Mosque el-Hakim, near the Mohammedan cemetery, northeastern part of the city. The objects here preserved are marble and stone carvings, metal, glass and enamelled articles, carvings in ivory, bone and wood, inlaid and mosaic work, faïence pottery, stoneware, and a great variety of large and valuable relics from mosques and cemeteries, consisting of doors, lintels, slabs, tombstones, gates, etc. Open every day but Friday, from 10 to 4 o'clock.

Among the excursions from Cairo that to the site of ancient Heliopolis should be made by those who have never seen an obelisk, and who do not intend to ascend the Nile. The trip may be made by carriage in one and a half hour; also by trains, which run hourly during the day, beginning at 8.30

A.M. Except the obelisk, nothing of interest is to be seen at Heliopolis, although the so-called Tree and Well of the Virgin are shown by the credulous guides. Heliopolis, or city of the sun, was the site of the Sun Temple of Old Egypt, the most sacred shrine of the Egyptians, except that of Ptah at Memphis. It is the "On" of the Scriptures. The obelisk is sixty-six feet high. An excursion to the Mokattam hills will also repay the traveller; it should be made on donkey-back, and occupies about three hours; it may be combined with a trip to the petrified forest, which is also one of the places frequently visited from Cairo. The view from the top of the Mokattam hills, at sunset, is superb and memorable.

The Pyramids of Gizeh are on a rocky plateau, at the edge of the desert, and the drive thither requires one and a quarter hour each way. The route lies across the great Nile Bridge, then, turning southward, skirts the river and passes the water-works and the viceregal palace and grounds, and, turning to the right or westward, goes straight to the pyramids. The road is broad and well kept, and is built on an embankment that crosses the low lands, and is shaded by rows of lebbek-trees; the early morning and the evening air is likely to be cool here. Colored glasses are necessary for persons whose eyes are not very strong, as the glare from the desert sands is trying in the middle of the day. Extra



EGYPT—THE ROAD TO THE PYRAMIDS

wraps for the evening should be provided. Luncheon or dinner may be taken at the Mena House Hotel, at the foot of the slope that skirts the plateau of the pyramids. This is an excellent house, amply provided with all the modern improvements, baths, etc. A sojourn here for a day or two, although costly, is a great luxury. Luncheon, 20 piastres; dinner, 30 piastres; wine extra. Telephonic communication with Cairo enables the visitor to order rooms or meals in advance. A coach runs from Cook's office, near Shepherd's Hotel, to the Mena House Hotel, making daily trips, at 11.45 A.M., returning at 4.30 P.M.

The chief attractions of the plateau are the three pyramids, the Sphinx, Campbell's Tomb, the Granite Temple, and the Tomb of Numbers. To see these satisfactorily, without climbing or entering the Pyramid of Cheops, one requires at least two hours; to make a complete circuit of the plateau, which is a vast necropolis, one and a half hour more will be necessary. The visitor will be surrounded by importunate Bedouins long before his carriage reaches the Mena House Hotel; these creatures thrust themselves upon one with exasperating pertinacity, offering their services as guides, or boldly entreating backsheesh. They should be treated with silent neglect until the tourist is ready to ascend the slope, when an inquiry will bring the sheik of the band of beggars from whom one desires to choose his guide. Unless this precaution

is taken, the sheik will put in his appearance later and demand pay additional to that already agreed upon with the guide. Should the ascent of the Pyramid be decided upon, careful agreement with the sheik is absolutely necessary; otherwise, there will be trouble when the party arrives at the top. In making the ascent, three native assistants are required—one to pull up the traveller, and two to boost him from step to step. The ascent is somewhat tiresome, but it will repay in its grand and extensive view. To penetrate the interior is difficult and unsatisfactory; none but scientific explorers attempt it a second time.

The three pyramids are built with their surfaces exactly facing the four cardinal points of the compass; and a line drawn from the northwest to the southeast angle of the first is exactly in a line with the diagonal of the second Pyramid. The Great Pyramid was originally 768 feet long at each base, but the ravages of time and man have reduced this to about 750 feet. The perpendicular height was 482 feet, but the same causes have brought this down to 451 feet. The height of each sloping side, from base to apex, is 568 feet; formerly 610. The angle at which the sides rise is $51^{\circ} 50'$. The cubic measure of the mass is 3,057,000 yards; formerly 3,277,000. The structure covers an area of about 13 acres. The entrance is on the thirteenth tier of stones, on the north side, about 48 feet from the ground; the interior passages are so

narrow and low, that the visitor is compelled at times to crawl on hands and knees. The temperature is about the same as that of the air outside, and the dust is often stifling.

The three pyramids were built during the fourth dynasty, which was founded, according to Mariette, in 4449 B.C. The largest is ascribed to Khufu (the Cheops of the Greeks), the second by Khafra (Cephrene), and the third by Menkaura, known to the Greeks as Mykerinos. Only the first of these three can be ascended. The structures were originally encased with smooth stones which formed an exterior of polished surface, without the least irregularity from top to bottom. This casing has been stripped from the step-like exterior of the original structure, for building purposes; but the general effect of the whole may be judged by the appearance of the parts of the Third Pyramid where this casing remains unimpaired. The perpendicular height of the Second Pyramid is 450 feet, originally 458; length of base, $694\frac{1}{2}$, formerly $711\frac{3}{4}$; height of each slope, $566\frac{3}{4}$, formerly $575\frac{3}{4}$; cubic measure of contents, 2,156,960 cubic yards, formerly 2,426,710. This is sometimes called Belzoni's Pyramid, that enterprising explorer being the first to open it. The Third Pyramid has a perpendicular height of 204 feet, formerly 219; length of base, $356\frac{1}{2}$; height of sloping sides, $263\frac{3}{4}$, formerly $279\frac{3}{4}$. The polished granite slabs with which the base of this

pyramid is incrustated are worth a careful examination ; in some of those which have been torn out of place, the tool-marks and other evidences of handling are clearly perceptible. There are three other still smaller structures of the same sort on the plateau, but they have no special interest ; they are believed to be the tombs of daughters of the kings who built the pyramids.

The Sphinx, which is situated within an easy walking distance to the southwest of the Great Pyramid, one of the most famous monuments in the world, is hewn out of the original local rock, the fore-part of the body below the head and shoulders being moulded from masonry. The body, that of a lion, was left in the rough, but the head, which was that of a man, is executed with great care. The rear part of the work is now covered with drifting sand, and much diligence is required to keep any portion of the body open to view, the desert winds carrying masses of sand constantly into the excavations. The entire height of the monument, from the pavement between the fore-paws to the top of the head is 66 feet ; the ear is $4\frac{1}{2}$ feet long ; the nose 5 feet 7 inches long ; the mouth 7 feet 7 inches wide, and the breadth of the face 13 feet, 8 inches. Barbarous fanatics and the Mamelukes have so mutilated the face of the Sphinx that much of its original beauty is gone ; but enough remains to show a sweet and dignified expression of the features. The fabulous creature

is sometimes referred to as in the feminine gender. The beard which was torn away and is now in the British Museum, indicates that the Sphinx was masculine. The exact date of the construction of the Sphinx has not been satisfactorily determined, but it is supposed to be during the time of the building of the First, or the Second Pyramid.

About 150 paces to the east of the Sphinx is the Granite Temple, sometimes called the Temple of the Sphinx. It was built of granite with linings of alabaster slabs. The ceiling and the beams supporting it are of stone, and huge monolithic columns of granite support the roof. A series of curiously built walls, of Nile mud and rubble, near this ruin are of Roman origin; their object is not clearly understood. The Tomb of Numbers, so called because it contains (as is usual in Egyptian tombs) an enumeration of the goods of the person buried here, is on the eastern edge of the plateau, but it will not repay a visit, unless the traveller has no time to go to the Tomb of Ti, in the Sakkara district, near Memphis, where a more complete record is to be seen. Campbell's Tomb, which may be reached by making a slight detour on the way from the pyramids to the Sphinx, is a roofless structure, the top of which being removed and destroyed, the visitor stands on the brink, which is level with the sands, and gazes down into the deep shaft at the bottom of which was the tomb-chamber; passages running at right angles with

each other are to be seen, and the niches in which the sarcophagi rested are still visible. The place was given the name of Colonel Campbell, who was the British Consul-General in Egypt when it was discovered in 1837. The work is referred to the twenty-sixth dynasty, or the sixth century B.C.

A trip to the site of Memphis and the Necropolis of Sakkara may best be made from Cairo under the guidance of Cook's, or Gaze's, tourists' agency. One full day is required. Tickets of admission to certain places of interest, donkeys, etc., are provided by the agencies, and a world of trouble is saved by employing the agency. Nothing but blocks of stone, sand, and a few broken shards remain to tell where the imperial city of Memphis stood. But a vast necropolis, stretching for ten or twelve miles along the edge of the desert, reveals much of the life of the great metropolis of Lower Egypt. The buildings of Memphis were of mud, except where the palaces and temples of granite and alabaster rose to attest the grandeur of the kings and priests. The mud dwellings have long since melted away, and the prouder structures have been used as quarries for more modern edifices elsewhere. After inspecting the sandy plain dotted with palm-trees, which was the site of the ancient city, the tourist is brought to two colossal statues of Rameses II. (the Pharaoh of the Oppression), now mutilated and lying prone on the ground. The first of these is exposed to

public view; the other is carefully surrounded by an enclosure, admittance to which is obtained on payment of a fee. The last-named statue was originally 42 feet high, and it still retains much of its artistic merit in the detail of its execution. Each statue bears the emblems and insignia of ancient Egyptian royalty. The two probably stood by the portal of the great and famous Temple of Ptah, in Memphis, after the victories of Rameses over the peoples of the East.

The Necropolis of Sakkara, which was the burial-place for Memphis, if not also for other parts of Lower Egypt, extends about 8,000 yards from north to south, and is a mine of antiquities. Its general course is marked by a line of pyramids, eleven in number, of which the Step Pyramid is the most conspicuous. This is the oldest monument in all Egypt now in existence, ante-dating the Pyramid of Cheops, and, according to Lepsius, belonging to the third dynasty, 3338 B.C. The structure is built in six stages, or steps, the total perpendicular height being 196 feet. The material used in building is gray limestone cut in comparatively small blocks. The interior has been explored and rifled of its treasures. The Pyramid of Unas, 300 paces to the southwest, was first opened in 1881, and may now be inspected with profit, the interior decorations being exceedingly interesting.

The Tomb of Ti, which lies to the northwest of the Step Pyramid and is within easy riding distance,

is one of the most interesting spots in this vast city of the dead. Ti was an eminent citizen during the fifth dynasty, say about 4,500 years ago, who constructed this tomb after the fashion of his day, during his own lifetime, and decorated it with alabaster carvings in low relief, most of which were tinted in delicate hues. These carvings represent all the avocations and employments of the age, the possessions of the tomb-builder and many of the family incidents of Ti. Here one may see, wrought on the walls of chambers and passages, faithful and life-like representations of the slaughtering of cattle, cooking, caring for poultry, farming, ship-building, boating, fishing, bird-catching, and other pursuits incidental to the life and surroundings of an ancient Egyptian of large wealth. It is a careful reproduction of the life and times of Egypt in the fifth dynasty. It is the best preserved monument of its kind, and deserves as long and careful an inspection as the time of the visitor will permit. The actual burial-place of Ti was at the bottom of a deep and secretive shaft in an obscure part of the tomb. Members of his family were also mummified and buried in the common shaft.

Another point of great interest in the Sakkara Necropolis is the vaults of the Serapeum or Temple of the Bulls, a short distance due west from the Tomb of Ti. The worship of Apis required the sacred bull, and these animals after death were mummified and ceremoniously interred in the sub-

terranean part of the Serapeum, or Temple of the Bulls. These vaults date from the eighteenth dynasty and contain passages whose aggregate length is 380 yards; their width is about 10 feet, and height 18 feet. Along the passages at irregular intervals are recesses in which are deposited the sarcophagi of the sacred bulls, one in each alcove. Each sarcophagus consists of an enormous single block of red, or black, granite hollowed out and fitted with a lid. The average size is 13 feet long, 11 feet high, and 7 feet wide; their weight is estimated to be about 65 tons each. Some of them are beautifully adorned with sculptures, and all of them are inscribed with epitaphs and other legends which have enabled archæologists to fix with certainty many of the dates in early Egyptian history. It is recorded that fabulous sums were expended on the obsequies of these sacred bulls, no less than 100 talents of silver, or about \$117,000 being spent on the funeral of one of the animals.

A visit to the howling and the dancing dervishes of Cairo is one of the customary features of a stay in the city. The dancing dervishes perform in a small mosque to the southwest of the Place Sultan Hasan every Friday, from 2 to 3 P.M. The howling dervishes hold their ceremony on the same day in a little mosque next to the Kasr el-Ain, near the river bank, opposite the island of Roda.

On the southern extremity of the island of Roda is the Nilometre, a square well connected with the

Nile by a channel and having in the middle a column on which are inscribed in Arabic characters the ancient measures. The rise and fall of the Nile is measured here, and on the report of the sheik in charge is calculated the fertility of the season, and taxes are levied accordingly. Near here is shown the spot on which Pharaoh's daughter found the ark of bulrushes containing the infant Moses.

The tombs of the Mamelukes, to the south of the citadel, are usually visited by tourists, as they are reached conveniently by carriage from the city, and the drive gives one a good view of parts of Cairo not otherwise visited. Exact data as to their origin are wanting, but it is supposed that they were erected by the Mameluke Sultans. Some of them are of architectural interest, but nearly all of them are in a dilapidated condition. In a line with these is the burial-mosque of the family of the present Khedive, built by the late Mehemet Ali. The white marble monuments are bright and new, in strange contrast with the dusty and ruinous state of other monuments in the vicinity. The tombs of the Khalifs, in the same environs, are more interesting than any other of the tomb-mosques, and a visit to them should take precedence of any other in this part of the environs. These were built in the thirteenth and sixteenth centuries of the Christian era, by the Bahrite and Mameluke Sultans, and were originally richly endowed for the purpose of

their maintenance ; the pious custodians and their families lived in the edifices, and religious worship was regularly kept up ; but the revenues of the establishments having been confiscated at the beginning of the present century, the mosques have fallen into disrepair, and the families who occupied them have been deprived of means of sustenance. Some of these people still live in the habitable rooms of the structures, demanding backsheesh of the visitors and clamoring for alms on every occasion. The finest of these tomb-mosques is that of the Sultan Barkuk, an admirable example of Arabian architecture. The star-shaped dome supported by stalactite devices, and the two minarets with their double galleries are notably beautiful. Another mosque, thought by some to be equally fine, is that of Kait Bey, distinguished from all the others by its lofty dome covered with alternate bands of carving, and by its beautiful colored-glass windows. Here are shown two stones brought from Mecca by the builder of the mausoleum, bearing impressions of the feet of the Prophet.

Hotels.—During the winter months, say from January to April, the Cairo hotels are usually full, and travellers should order rooms by telegraph, or mail, as long as possible before reaching the city. The tourist agencies are invaluable in Egypt for assistance in transportation ; but it is not wise to trust to them for hotel accommodations. The famous hotel in Cairo is Shepherd's, an English

establishment on a high terrace overlooking one of the main thoroughfares, and near the Ezbekiyeh ; charges, 80 piastres per day, *pension* ; near this is the New Hotel, also in a busy neighborhood, with the same charges ; Hotel Continental, especially fitted for families, in a quiet situation, same prices ; Hotel du Nil, a famous old house newly repaired and renovated, in a small park, or garden, concealed among other houses, reached by a narrow street leading from the Muski, *pension*, 64 piastres ; Hotel d'Angleterre, same proprietor as the Continental, in the suburb of Ismailia, *pension* from 60 to 80 piastres ; Hotel Villa Victoria, near the Place de l'Opera, frequented chiefly by English, *pension* 60 piastres ; Gezireh Palace Hotel, converted from the old Khedivial palace of that name, outside of the city, a large house with 250 rooms, electric lighting, elevator, etc., special service of four-horse coaches, charges 80 piastres per day. Cairo is full of restaurants, cafés, and beer-bars, some of the first-named of which are very good. The best of these are to be found in the vicinity of the Ezbekiyeh ; charges reasonable.

Churches.—English Church (All Saints), in the Ismailia quarter, Route de Boulaq ; American service at the American Mission, opposite Shepherd's Hotel ; German Protestant, in the Ismailia quarter.

Carriages.—Cabs are numerous, and charges when proper precaution is taken by the hirer, are reasonable ; a short drive occupying a few minutes

may be had for 2 piastres ; other drives within the city, from 3 to 4 piastres ; by time, 6 piastres per hour, during the day, or 9 piastres per hour, by night ; these charges are for one person, each additional passenger paying 1 piastre in addition ; drives to special points outside the city—there and back with halt of 1 hour—Gezireh, 20 piastres ; Shubra Gardens, 25 piastres ; howling dervishes, 15 piastres ; Island of Roda, 15 piastres ; Old Cairo, 20 piastres ; Tombs of the Khalifs, 25 piastres ; Heliopolis, 40 piastres ; the pyramids, with 4 hours halt, 77 piastres ; Gizeh Museum, with 2 hours halt, 25 piastres. Donkeys are hired by the hour for 3 or 4 piastres ; or 15 to 25 piastres for the day, including a small gratuity for the boy. Guides and dragomans may be procured by aid of the hotel porter ; for a long journey, however, a dragoman may best be hired under advice from the consulate of the tourist.

Post-Office and Banks.—The post-office is on the corner of the Sharia Tahir and the Sharia el-Baidak, near the Boulevard Abdul Aziz ; hours from 7.30 to 9.30, with special hours for sale of stamps, registered letters, etc. Telegraph, not postal, station at the corner of the Sharia Imad ed-Din and the Sharia el-Mankh Manakh, near the Place de l'Opera. The banking-houses are those of the Crédit Lyonnais, Bank of Egypt, Imperial Ottoman and Anglo-Egyptian. Thomas Cook & Son, near Shephard's Hotel, transact a banking

and exchange business. The tourist should avoid the street changers of money ; all the banks change money at fair rates. Purchases of goods in any considerable bulk should be sent home by commercial forwarders, saving delays and small expenses ; information concerning trustworthy agents may be obtained at the consulate of the purchaser.

JAFFA AND JERUSALEM

Jaffa, the ancient Joppa (Arabic, Yâfa), is the port of Jerusalem ; but it has no harbor. Under favorable circumstances, ships may lie one or two miles from the shore in the open sea, discharging freight and passengers by means of large row-boats manned by skilful and athletic Arabs. In case of heavy weather, or a high sea running, no landing can be made. The landing-pier is defended from the sea by ledges of rock which inclose a small basin of comparatively smooth water ; on one of these ledges fable relates that Andromeda was exposed to the sea-monster from which she was delivered by Perseus. The town, which is an irregular collection of low stone houses, is built on a hill sloping to the Mediterranean on the west, and is bounded on the east by the Plain of Sharon.

Joppa is frequently mentioned in the Bible ; from its port the prophet Jonah escaped to sea ; and it was the point of debarkation for the material shipped thither for the building of Solomon's temple. The house of Simon the Tanner, where Peter received the vision and the announcement that " God is no respecter of persons," is still shown to tour-

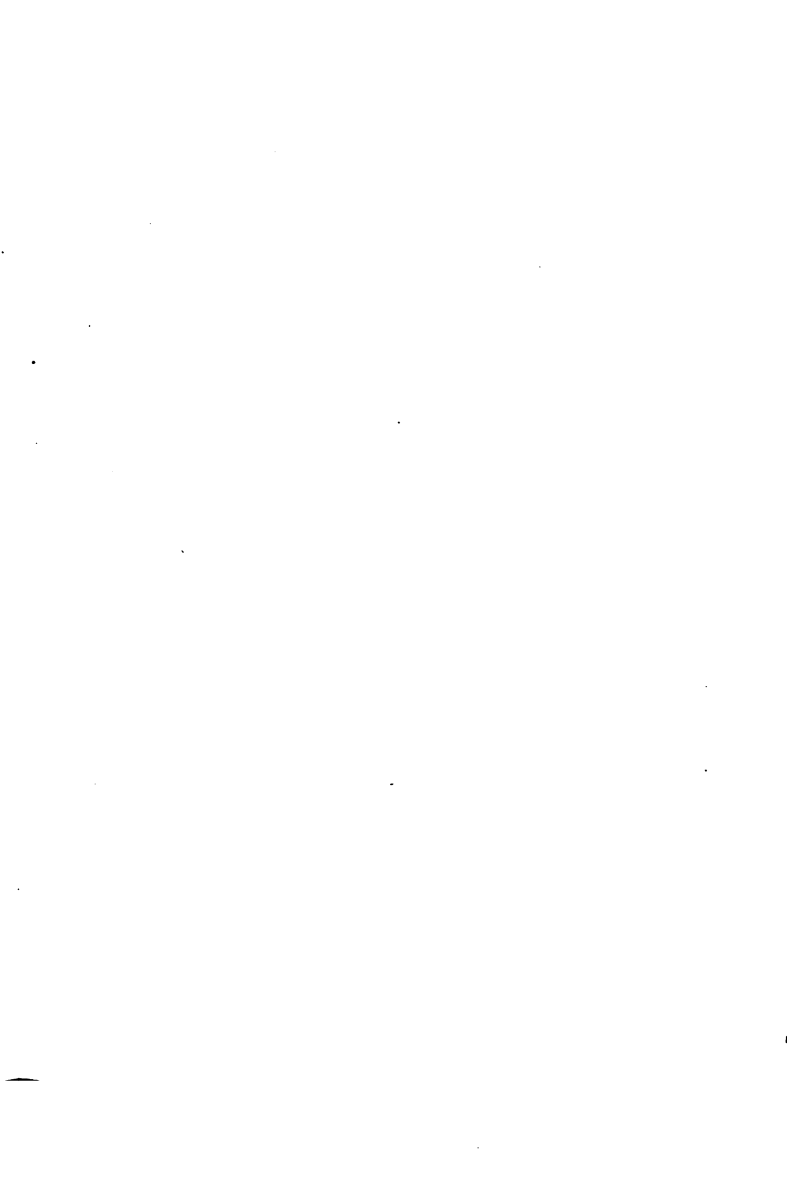
ists, one of its rooms being used as a mosque. Here was the landing-place of the Crusaders under Godfrey of Bouillon, who fortified the town; and Richard the Lion-Hearted rebuilt the works after they had been destroyed by Saladin. The city was repeatedly the scene of sanguinary conflicts and sieges during the last two centuries. Napoleon I., in 1799, after a brave resistance by the besieged, captured the place, and, in violation of the laws of war and of the word of his generals, barbarously massacred the garrison in cold blood, to relieve himself of the trouble of caring for his prisoners.

There is a decent hotel in Jaffa—the Jerusalem, kept by an Austrian, who has substituted the names of prophets, priests, and apostles for the numbers of his rooms, and who spreads a good table with excellent native and foreign wines. As this is an important landing-place for the pilgrim hosts that visit Jerusalem, the trade of the town is considerable. The Jaffa oranges are the biggest and finest in the East, being nearly as large as an ostrich egg. The lemon and orange groves and vineyards, in the vicinity of the town, are numerous and fruitful. The exports are soap, grain, oranges, and other fruits. Population, 23,000.

The route to Jerusalem is now by rail; distance, 54 miles; although, owing to the circuitous character of the line, the distance between the two points, “as the crow flies,” is only about 32 miles. Fare from Jaffa to Jerusalem, and return, 95 piastres, or

JAFFA





about \$4.00 ; time, 3 hours, 35 minutes ; second-class fare about 40 per cent. lower. The road winds among bleak and stony hills and steep ravines, after crossing the beautiful flowery Plain of Sharon. The most important stopping-places on the line are Lydda, $11\frac{3}{4}$ miles from Jaffa ; Ramleh, $13\frac{1}{2}$ miles ; and Bittir, supposed to be the Bethar of the Bible, $47\frac{1}{4}$ miles.

Jerusalem is situated on a lofty plateau of limestone, in latitude $31^{\circ} 47'$ N., longitude $35^{\circ} 15'$ E. Its highest point is 2,589 feet above the level of the sea. The climate is generally mild, but during the winter there are frequent cold, driving rains, and snow is not uncommon in that season. The traveller from the Mediterranean coasts should bear in mind the fact that the great elevation of Jerusalem, and the neglect of the inhabitants to provide means for heating their houses, requires an ample supply of warm clothing by strangers. The city is indescribably filthy, and after a rainfall, the streets and alleys are positively sickening in appearance and odor. The best of the streets are mere alleys, and the narrower passages, many of which are covered ways, or are flights of stairs, reek with dirt and garbage.

The city is enclosed by a wall of yellowish limestone, rebuilt by the Sultan Soliman, A.D. 1542, from the ruins of earlier ages. The wall is about 40 feet high, and some parts of it are verifiable as of the period of Solomon. The town covers an

area of $2\frac{1}{2}$ miles in circumference ; the walls have gates on each of the four sides ; the only one on the west side (by which we approach the city), is the Jaffa or Hebron Gate ; on the north are the gates Abdul Hamid, Damascus, and Herod's ; on the east, St. Stephen's and the Golden Gate (this last walled up) ; and on the south side the Dung Gate, and the Gate of Zion. The city stands on a ridge which is nearly level, in consequence of the gradual filling up of its uneven places ; the ridge is divided by the Tyropæan valley, the western portion of the city being the Mount Zion of Scripture, and the eastern part, Mount Moriah, on which was built the Temple. On the east is the Valley of Jehoshaphat, beyond which rises the Mount of Olives. On the south is the Hill of Evil Counsel, separated from the city by the Valley of Hinnom ; on the northwest the ridgy plateau is connected with the rest of the region by another, but lower, ridge.

The main street, running from the Jaffa Gate to the Haram esh-Sherif, divides the Christian quarter from the Armenian, the former being to the north and the latter on the south of the line ; farther on, the same thoroughfare separates the Moslems (on the north), from the Jews (on the south). The Haram esh-Sherif, or sacred enclosure, which contains the Dome of the Rock, or site of Solomon's Temple, occupies the southeastern corner of the city, and includes nearly one-fourth of the entire area of

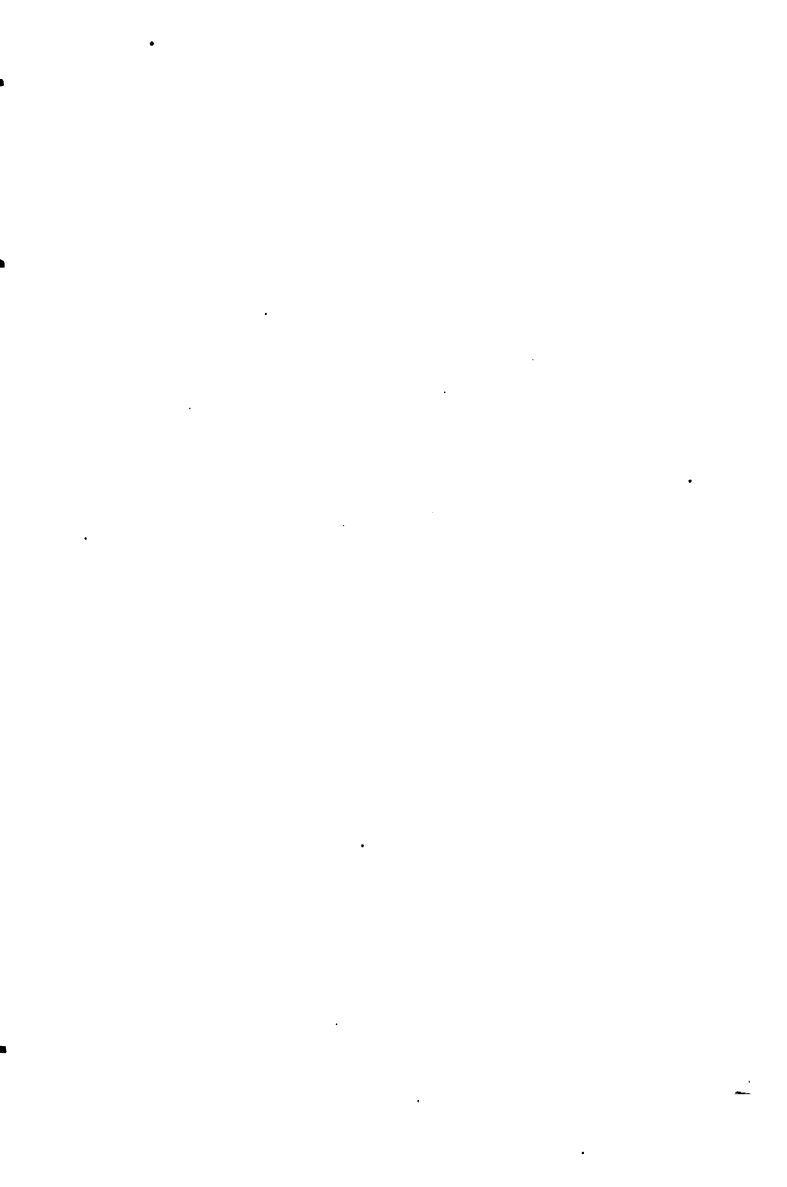
Jerusalem. The city proper is packed with a dense population, and the best hotels, hospices, and modern edifices are built outside of the walls. The present population is estimated at 43,000, distributed as follows: 28,000 Jews, 7,560 Moslems, 2,000 Latins, 4,150 Greeks, 560 Armenians, 100 Copts, 75 Ethiopians, 15 Syrians, and 300 Protestants; these include, of course, only the regular inhabitants; the shifting population is very large.

Jerusalem was founded by King David, who took the site from the Jebusites; but it did not become the head-quarters of the Israelites until the time of Solomon. In Jeroboam's reign it was plundered by the Egyptian King Shishak, and again during King Jehoram's reign, by the Assyrians and Philistines. The fortifications were repaired by King Hezekiah, on the approach of Sennacherib; but the city was surrendered later to Nebuchadnezzar by Jehoiachim. After the captivity, the city was rebuilt; it suffered many vicissitudes during the next succeeding years, and was finally rebuilt by Herod the Great, 37 B.C., the Romans having then full possession of Jerusalem.

The city suffered another destructive cataclysm when, after many internal convulsions and many assaults from without, it was besieged by the Romans, under Titus, A.D. 70. The conflict that followed was the fiercest that ever whelmed the devoted city, and when the storm was past, Jerusalem was a heap. The surviving Jews were ex-

cuted, and the non-combatants were sold as slaves. Constantine allowed the Jews to return to the Holy City, and again (A.D. 339) they took up arms against the Romans and were again excluded from their ancient home. The Persians occupied the city in 614, and later it is said that the good Khalif Haroun al-Raschid sent the keys of the Holy Sepulchre to Charlemagne.

Jerusalem began to be a resort for pilgrims as early as the beginning of the fifth century, and the Christians were pillaged and oppressed by the Moslems who held the city, down to the middle of the eleventh century, when the Crusaders, under Tancred, Godfrey, and the two Roberts, captured Jerusalem and slew most of the Moslem and Jewish inhabitants. Sultan Saladin recaptured the city in October, 1187; it was ceded to the Franks by treaty in 1229, retaken by the Moslems ten years later, restored in 1243, and finally captured by a horde of Kharesmian Turks in 1244; in 1517, when Palestine was conquered by Sultan Selim I. Jerusalem finally passed into the hands of the Turks and has been under Turkish domination ever since. For a brief interval, however, this domination was only nominal; from 1832 to 1840, Palestine was in the hands of Mehemet Ali, of Egypt; and his son, Ibrahim Pasha, took possession of Jerusalem and restored order, rebuilt roads and generally brought the city up to a condition of security and peaceful prosperity. During the reign of the Sul-



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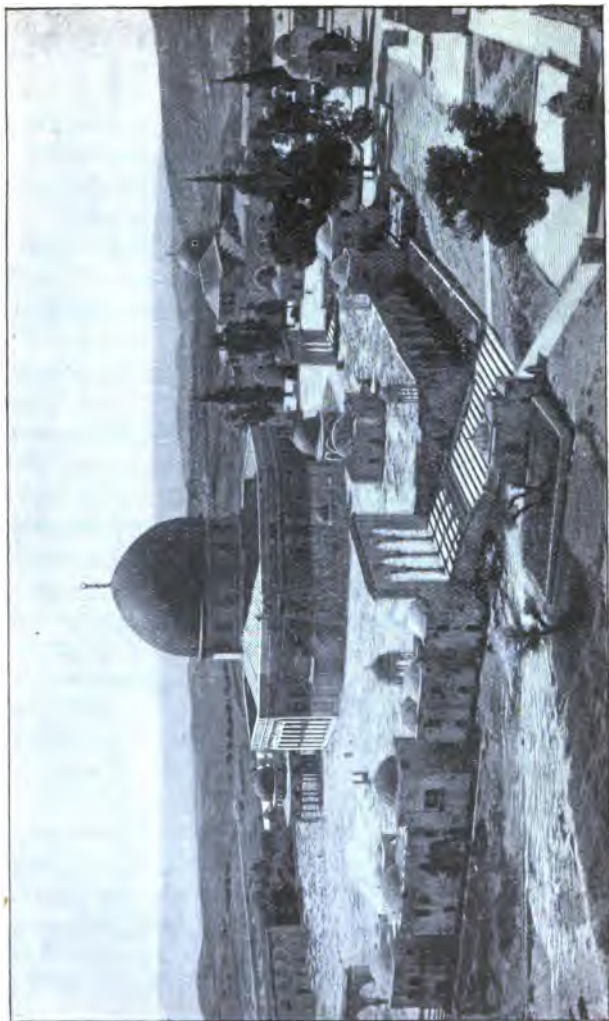


tan Abdul Medjid, the authority of the Sublime Porte (1840) was once more fully established in Jerusalem, and the city is now under Turkish rule, a treaty (concluded in 1862 between France, Russia, and Turkey) having provided for the preservation of the Holy Sepulchre.

The two chief points of attraction for the visitor to Jerusalem are the Church of the Holy Sepulchre, and the enclosure within which was the Temple of Solomon. The Holy Sepulchre is a building 26 feet long, and 18 feet broad, pentagonal at one end, and standing under the dome of the great church. The rotunda, in the centre of which the Holy Sepulchre is built, is 67 feet in diameter, encircled by 18 lofty piers which, in turn, support a clere-story and a fine dome. Around the western half of this rotunda runs a vaulted aisle which is divided into compartments, and these are allotted to the various sects which worship here; above this are two galleries from which one has a good view of the space below, in the midst of which stands the Holy Sepulchre. The exterior of the edifice is so surrounded and encumbered with other buildings that only its façade containing the main entrance can be seen; but the interior appears to be planned and decorated in the style of art which was prevalent in Southern Italy during the twelfth century, evincing the active influence of the Crusaders in the restoration of the Holy Sepulchre and its enclosing church. The general effect is

sombre, and visitors are advised to enter the building in the forenoon. The edifice is closed from 10.30 A.M. to 3.00 P.M., but a small gratuity to the Moslem custodian will usually secure permission to stay after the doors are closed. An opera-glass is desirable for better inspection of the details of the interior of the dome and the beautiful cornices, etc.; and lights are required for the subterranean chambers and passages.

There are twenty separate chapels inside of the church ; these are dedicated to the various sects, but some of them are sacred to the events alleged to have taken place here, and are occupied in turn by the sects. The Turkish Government appoints the guardians of the building ; these receive the fees demanded for admission ; and their presence is necessary to preserve order among the rival sects who frequent and worship in the Church of the Holy Sepulchre. The guides, without whom no visitor can see the edifice to advantage, will show the following sacred places : the Stone of Unction on which Christ was prepared for the burial, the Station of the Virgin, Chapel of the Angel, Well of the Empress Helena, Place where Christ appeared to Mary, Station of Mary, Place of the Finding of the True Cross, Pillar of the Flagellation, Prison of Christ, the "Centre of the Earth," Altar and Chair of Helena, Place of the Cross on Golgotha, Tomb of Melchisedek, the Chapel of Adam, the Rent in the Rock caused by the earthquake at the



JERUSALEM—SITE OF SOLOMON'S TEMPLE

time of the Crucifixion, and the tombs of Godfrey and Baldwin, early Frank kings of Jerusalem.

The interior of the Holy Sepulchre is divided into two parts, the Chapel of the Angel being the vestibule, 11 feet long and 10 feet wide. The walls are incrustated with marble, and precious lamps burn here, five belonging to the Greeks, five to the Latins, four to the Armenians, and one to the Copts. In the centre of the space is a rock set in marble, said to be the rock that closed the door of the sepulchre. The tomb is entered through a low opening in this vestibule; it is lined with marble and is $6\frac{1}{2}$ feet long and 6 feet wide, but somewhat lofty; from the ceiling hang forty-three precious lamps, four of which belong to the poor Copts; the rest are equally divided among the other sects. These are kept continually burning, and a flue at the top of the tomb serves as a means of ventilation. On the right of the entrance is the sepulchral couch, a slab or bench of marble, raised about two feet above the floor and occupying the whole of that side of the cell. It is cracked through the middle and is worn unevenly by the osculation of pilgrims. The walls are covered with bas-reliefs set in by and belonging to the various churches represented here. The hours of the day are all taken up by religious services of the different sects, one following the other, except at such times as the edifice is closed to the public.

To visit the Haram esh-Sherif, or Holy Place of

and exceedingly beautiful in their general effect. These tiles are of blue-and-white porcelain, adorned in the Persian manner, with delicate green-and-white borders on the edge of each. The dome of the structure rises about one hundred feet from the ground, and is supported by a drum which is pierced by sixteen windows filled with richly stained glass. The drum is adorned with porcelain tiles; the dome is covered with lead. Porches screen the four entrances to the mosque, and the interior, divided by pillars into three concentric circles, is decorated with mosaics, marbles, carved work, columns, and architraves and cornices of the most costly and artistic work in the world. The general effect of the interior is of surpassing beauty and richness.

The Haram was levelled in some parts by removing the stone, and in others a retaining wall was filled in with material, and vast arcades were built below to support the pavement. The other principal edifice in the enclosure is the Mosque el-Aksa, ascribed to the age of Justinian the Great, who is said to have built here a noble church dedicated to the Virgin. The structure survives, but its cruciform outline has been destroyed by the Moslem builders, who have enlarged it by several adjuncts. The edifice is still one of great beauty, its grand basilica, basket-shaped dome, and costly columns being the admiration of artists and architects. Among interesting objects to be seen here are the beautiful

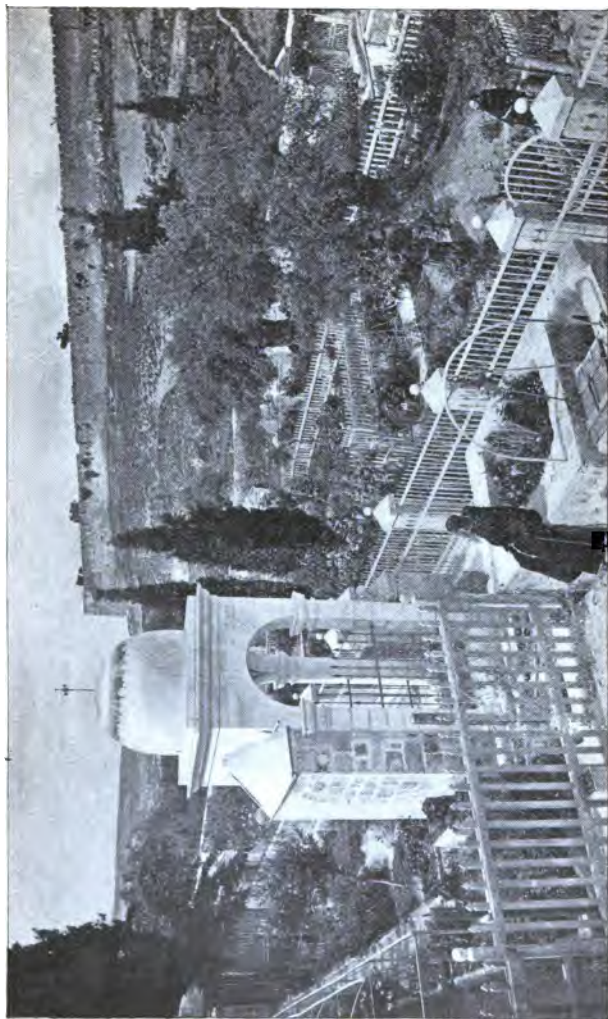
and curious Mohammedan pulpit made at Damascus and set up by Soliman, the alleged tombs of the sons of Aaron, and the "Footprint of Jesus," shown near the pulpit. A visit to the lofty vaulted "Stables of Solomon," under the Haram, and the other interesting substructures shown by the guides, will repay the visitor.

Of the other points of interest within the city, mention should be made of the Hospital of St. John, formerly the seat of the Knights of St. John, now in ruins, but recently presented to Prussia, now under process of exploration and restoration; also the Via Dolorosa, which begins at the House of Herod, or Arch of Ecce Homo, and ends with the Holy Sepulchre. Another interesting point is the Church of St. Anne, built by the Crusaders, 100 yards northwest of St. Stephen's Gate. A walk around the city on the top of the walls, without descending to the street more than once or twice, is practical and useful to one who would understand fully the topography of the place. The Wailing Place of the Jews, which is at the exterior of the foundations of the Temple of Solomon, near the southwestern angle of the Haram, should be visited on a Friday afternoon, after four o'clock. Here the Jews lament the fall of Jerusalem, wailing while they chant a litany from their sacred books.

Outside of the city, the Mount of Olives, which rises about 200 feet above the Valley of Jehoshaphat, to the eastward of Jerusalem, is one the few

points which never provoke the controversy of antiquarians and archæologists. Near its base lies the Garden of Gethsemane, also well authenticated ; and the Mount is crowned by a lofty tower of observation, built by the Russian Government, from which a noble view of the surrounding country can be obtained, with the Dead Sea, the Jordan, and the Mountains of Moab in the east, and the Holy City directly in front, to the westward. This view of Jerusalem is the best that can be had anywhere. Here will be shown also the Chapel of the Ascension, and the Chapel of the Tomb of the Virgin, in which are the sarcophagus of the Virgin, the tombs of her parents, the grotto of the Agony, and the tomb of Joseph. The road to Bethany winds over the southern end of the Mount of Olives. The handsomest gate of the city is the Damascus Gate, a battlemented construction.

The excursion to Bethlehem is made in an hour and a quarter from the Jaffa Gate, by donkey or carriage. On the route thither will be noted a fine view of Jerusalem ; and, about half-way to the town will be seen the tomb of Rachel ; there is not much conflict as to its authenticity. Nearer the town is the Well of David, for the water of which he longed exceedingly when in hiding in the mountains from the pursuit of Saul. The Church of the Nativity is of surpassing interest, the most important part being the crypt in which is shown the spot (marked by a silver



JERUSALEM—GARDEN OF GETHSEMANE

star) where the Saviour was born. Opposite the recess in which the birthplace is located, is the Chapel of the Manger; the manger in which Christ was laid is of marble, and in it rests a wax doll which personates the Holy Child. Other scriptural events are commemorated in and around the edifice, one of the most notable being the Slaughter of the Innocents, when, according to tradition, many of the children brought hither by their mothers to hide from Herod were slain.

Bethany, forty minutes drive from Jerusalem, is not an attractive spot to visit, as most of the traditional sites are of doubtful authenticity. To Jericho is six hours drive; to the ford of Jordan from Jericho is one hour and a half, and the excursion thence to the Dead Sea will occupy another hour, without allowing for stops. Jordan water is sold in bottles at the Jerusalem hotels. Guides wade into the Dead Sea to illustrate the buoyant qualities of the water. The level of the Dead Sea is 1,293 feet below the level of the Mediterranean, and 3,687 feet below the level of Jerusalem.

Egyptian money will not be taken in any part of Syria or Turkey. In Palestine, one should reckon the currency in Turkish piastres, as prices are usually given in that currency. A piastre is equal in value (American currency) to $4\frac{1}{10}$ cents. The unit of the Turkish currency is the para, 40 of which make a piastre. For all commercial purposes in Jerusalem and vicinity, the franc will be

found most available as a unit of currency, although English money is equally current. German money will not readily pass anywhere in Syria.

Curios in Jerusalem and Bethlehem are articles made of mother-of-pearl, olive wood, "stink-stone" from the Dead Sea, pressed flowers, rosaries of olive-stones, embroideries, and cabinet work in olive and oak. Fine photographs may be bought here. Some of these articles may be purchased from the mission establishments; and in the New Bazaar, near the Grand New Hotel, will be found the best assortment of Jerusalem souvenirs to be had anywhere.

The Grand New Hotel is the only public house in the city worthy of the name. Howard's, the Hotel Feil, and the Jerusalem, all on the Jaffa road, are also fair houses of entertainment; and the charges at all four of these are the same—12 to 15 francs per day. The hospices are numerous and are well fitted up, with good food and clean beds; fare 5 francs per day.

There are two post-offices, Turkish and Austrian, both of which are just outside the Jaffa Gate; the last-named is preferable, although letters by the Austrian mail may not be despatched at intervals so frequent as by the Turkish post.

Churches: Christ Church (English), 10 A.M. and 7.30 P.M., in the English language, and 3.30 P.M. in German; masses in the Russian Church (very grand and imposing) at 4 P.M.

SMYRNA

Smyrna, on the Gulf of Smyrna, in latitude $38^{\circ} 26'$ N., and longitude $27^{\circ} 9'$ E., is a Turkish city, the chief commercial centre of the Levant. It was originally colonized from the Ionian city of Colophon, and (688 B.C.) became a member of the Ionian League. It is one of the seven cities that have claimed to be the birthplace of Homer; it was also one of the seven cities addressed by John in the Book of Revelation. Under the Lydian kings, Smyrna rose to be one of the greatest of the cities of Asia; was rebuilt by Marcus Aurelius, after having been destroyed by an earthquake in 178 A.D.; was occupied by the Knights of St. John after their expulsion from Jerusalem, in the fourteenth century; and since 1402 has been under the rule of Turkey. The present population is about two hundred thousand, made up of Greeks, Turks, Armenians, and Franks, in the relative proportion indicated in this order of mention.

This is one of the most uninteresting cities to be seen on the Mediterranean trip. Its anomalous character is thus summed up by an eminent Amer-

can writer, Charles Dudley Warner: "One of the most ancient cities on the globe, it has no appearance of antiquity; containing all nationalities, it has no nationality; the second commercial city of East, it has no chamber of commerce, no course, no commercial unity: its citizens are of no country and have no impulse of patriotism; it is an Asiatic city with a European face; it produces nothing, it exchanges everything; the children of the East are sent to its schools, but it has no literary character nor any influence of culture; it is hospitable to all religions, and conspicuous for none; it is the paradise of the Turks, the home of luxury and beautiful women."

The landing here is extremely difficult, except in winter weather. The city, seen from the water, is somewhat picturesque with its white edifices em-
bowed in green orchards of fruit-trees and with a background of hills beyond. The streets are as narrow as those of any Turkish city, and, after a rain, are almost impassable on account of the ponds which collect in the uneven pavements. The bazaars are in the most forbidding quarter, and many of the streets and alleys are closed over-
head. This is the head-quarters of the drug trade of the world; and among the other articles of export are carpets, figs, cotton, raisins, and dried cur-
ries. The so-called "Sweets of Paradise," or fig
sauce, or *lacoom*, is also manufactured here in per-
fection.

Except the great khan or commercial centre of the city, built and occupied during the time of the Genoese domination in the Levant, there are no buildings worthy of an inspection. An excursion to the site of ancient Ephesus may be undertaken by railway train, provided the traveller's stay in Smyrna is long enough. The ruins of Ephesus are few and scattered, and the faint traces of the temple of Diana, lately exhumed, are even more unsatisfactory in appearance. There are numerous mounds from which the long-concealed tombs have been disclosed, and the ground is strewn with fractured stone, fragments of statuary, and brick. Among the sights shown are the alleged prison of St. Paul, the cave of the Seven Sleepers, and the site of the Great Theatre which existed when the mob gathered and shouted for "about the space of two hours, Great is Diana of the Ephesians!" after St. Paul had excited the anger of Demetrius the silversmith by his preaching.

In fact, the only reason for the landing at Smyrna is the excursion to Ephesus; and at Ephesus the interest is chiefly sentimental; it is not inspired by imposing ruins and monuments of antiquity. It is a spot of the most profound interest to the student of archæology and to Christian history.

Smyrna is 686 miles from Jaffa.

CONSTANTINOPLE

Constantinople is situated at the junction of the Bosphorus and the Sea of Marmora, in latitude 41° N. and longitude $28^{\circ} 59'$ E. It is in fact three cities in one, spread over parts of two continents. As one approaches from the Sea of Marmora by the Dardanelles, old Constantinople, or Stamboul, is on the left, divided from Galata-Pera by a sickle-shaped arm of the harbor which is known as the Golden Horn. On the heights which rise from the Golden Horn to the north, or left, is Galata-Pera, in which are the residences of the foreign embassies and other strangers, and nearer the banks of the Golden Horn are the commercial houses ; opposite the mouth of that arm of the harbor on the Asiatic shore is Scutari, also a part of the great city. The capital and its environs is one municipality, or strictly speaking, a vilayet, an administrative district of the first class. The vilayet is divided into ten municipal circles, and these are subdivided into districts. The population is reckoned at 873,565, of which the proportions are relatively as follows : Moslems, Greeks, Armenians, other foreigners, Jews, native Roman



CONSTANTINOPLE—SERAGLIO POINT

Catholics, Bulgarians, native Protestants. The climate is variable but generally mild. Cold winds laden with moisture come down from the Black Sea, and from the Sea of Marmora come dryer and milder airs. Heavy snows sometimes fall in winter, and strangers are cautioned to look out for sudden changes in temperature at all seasons of the year. The mean temperature is 57° , but the range of the thermometer is from 99° to 17° . There is seldom any rainfall between the 1st of April and 31st of October.

The first settlement here was made by the Greeks of Megara, 658 B.C. They established themselves on the extremity of the peninsula of Stamboul, now known as Seraglio Point, at the end of the promontory nearest to the junction of the Golden Horn and the Bosphorus. They called their new home Byzantium; the ancient Chalcedon had already been established on the opposite Asiatic shore by the Thracians. As Byzantium grew and prospered it became an object of contention among the warring powers and was captured by the Persians, who, however, were expelled after the downfall of Xerxes, and it was incorporated in the Athenian confederacy, to which it belonged until after the overthrow of that league. The Byzantines joined the second Athenian confederacy, and it was made a free city by the Romans as a reward for aid granted in the wars of Rome; in A.D. 330 it was made the capital of the new Roman Empire by Constantine, who gave

his name to the metropolis of the new Christian Empire. The city was then extended to twice its former size and was gradually surrounded by walls stretching from the Sea of Marmora (at the point now known as the Seven Towers) to the Golden Horn on the north, thence along the Golden Horn, or harbor, to the extremity of the peninsula (or Seraglio Point), and back to the place of beginning. These walls remain, and of the other works at that time constructed mention may be made of the Hippodrome, the numerous cisterns, and the aqueducts, some of which were only lately discovered.

The history of the city is a history of sieges. It has been assaulted by Huns, Slavs, Persians, Arabs, Bulgarians, and Christian Crusaders. During the Crusades, the power of the Byzantine Empire having greatly decayed, the throne was occupied by a Frank, and the region was overrun by Genoese, Venetians, and Flemings. After a half-century of great turbulence, the Seljukian Turks, who had gradually developed their power in Asia Minor, captured the city in May, 1453, when Constantine XI., the last of the Emperors of the East, perished in the final fight, and Mohammed II. (the Great Conqueror) established in Constantinople the seat of Osmanli power. Most of the important works of modern Constantinople date from the era of the conqueror and his immediate successors—Mustapha II., Bayezid II., Soliman the Magnificent, and Achmet I. The more recent history of Constantinople

is familiar to the reader and relates to the Crimean War, and the advance of the Russians to San Stefano, in 1878. The Turkish regal succession has been a prolific source of internal corruption and intrigue, and of disastrous foreign interference.

Viewed from the water, Constantinople is a vision of wonderful beauty and splendor. The heights of Stamboul, on the left, are crowned with the airy domes and minarets of St. Sophia, and the extremity of Seraglio Point is accentuated by groves of cypresses within which gleam the white walls of palaces. The Golden Horn is crowded with shipping from every port, and the districts of Pera and Galata, on the north side, are dominated by a massive castle, the Genoese Tower, beyond which rise the handsome buildings of the foreign embassies. The tide of the Bosphorus mirrors in its bosom innumerable glittering palaces, and the dim distance fades into a sapphire hue toward the entrance to the Euxine, where steep and storied banks, crowned with lofty castles and historic edifices, lead the eye to the far-off east. On landing, much of the illusion disappears. The streets of Constantinople are mostly narrow ; some of them are mere alleys and lanes, and all of them are dirty and ill-paved ; it would appear as if nothing was ever repaired in Constantinople. The main thoroughfares of the city are tolerably well kept, but the visitor should be reminded that Constantinople was not built for wheel transportation. The narrowness and tortuousness

of the streets is accounted for by the fact that men, horses, and donkeys have always been the burden carriers and the means of transportation. Only in modern times have drays, carriages, and other wheeled vehicles been introduced into common use.

Special permission, obtained through the visitor's legation, is required for entrance into the old Seraglio in Stamboul. This occupies the site of the ancient Byzantium and is enclosed in a wall, crumbling with age and covered with a yellow wash. Within its precincts are the Seraglio buildings (no longer occupied by harems) and a great variety of other imperial offices, apartments, and public edifices. In the gardens of the Seraglio are many beautiful pavilions and kiosks, and from the slopes of the grounds are obtained charming views of the Bosphorus, the harbor, and the shining waters that lave the shores of Scutari. Here, too, is to be seen the great portal, an arched pavilion of clumsy appearance, a dirty yellow in color, and famed all over the world as the Sublime Porte, or entrance into the arcana of the Osmanli power. The Armory, where are shown many antique and curious weapons, rare chain armor, keys of conquered cities, and other trophies, should be visited before the stranger leaves the locality.

Chief among the points of interest in this part of Stamboul is the Sultan's Treasury, guarded with jealous care and shown with much form and ceremony. A regular assessment is made on the visit-

ors, after the necessary permission to enter has been obtained. The aggregate fee for a large party is about \$30, American money. The collection is believed to be the most valuable in the world, not excepting the famous Green Vaults of Dresden. Among the objects to be seen are the golden throne, or divan, of beaten gold encrusted with a vast number of precious stones, captured from one of the Shahs of Persia by Selim I., in 1514; Murad's splendid suit of damascened chain-mail, covered with gold and jewels; his scimitar, whose scabbard is encrusted with large table-cut diamonds; and numerous collections of unset gems of fabulous value. More interesting than this display of barbaric gems and gold is a line of Sultans, from Mohammed the Conqueror to Mahmoud the Reformer (who died in 1839), executed in effigy, clothed and adorned with jewels and costly weapons, as they lived. None should fail to inspect this historic collection. In the courtyard of the Treasury is the cage in which were confined the imperial children whose succession to the throne was presumed to be the centre of palace conspiracies. And opposite the Treasury are kept in another building the personal relics of the Prophet—his mantle, sword, staff, green banner, and the swords of the first three Khalifs; these are never shown to "infidels."

The Imperial Museum of Antiquities is within the grounds of the Seraglio, and should be visited, if possible. A small admission fee is required, and

the objects may be readily identified without a catalogue, an affable custodian being usually in attendance and ready to earn a small gratuity by his intelligent explanations. The collection is exceedingly rich in antiques from Syria, Egypt, Assyria, Greece, Cyprus, Hissarlik, and parts of Asia Minor. The sarcophagi are among the finest in the world ; one of them represents the triumphs of Alexander, executed in colored high-relief, and is the most famous of modern finds ; it belongs to the fourth century B.C., and is a marvel of art.

The Mosque of Saint Sophia, originally built by Justinian, and called "the great Church of Santa Sofia," or Heavenly Wisdom, has suffered many vicissitudes, but still remains one of the most beautiful and impressive edifices of the world. The quarries of the known world were sought out for the most beautiful, rarest marbles, and semi-precious stones ; and the interior was enriched by columns and carvings from pagan temples and shrines. Gold, silver, and precious stones were used in its decoration, and among the wonders of the edifice to-day one may see columns of porphyry from the Temple of the Sun at Heliopolis, others from the Temple of Diana at Ephesus, Pallas Athene at Athens, and from the shrines of Isis and Osiris on the Nile. The dome of the mosque is 180 feet above the floor, and has a span of 107 feet ; it has an airy lightness which is enhanced by the bubble-like half-domes that surround it. The general ef-

fect is one of great richness, but when the Moslems made this church into a mosque they deranged the architectural plan and marred the decorations. In order that the *mihrab*, or prayer niche, should face toward Mecca, everything on the floor has been shifted to conform to that arrangement, and the rugs, desks, etc., are all out of line with the lateral walls. The Moslem faith forbids the likeness of living things in any form of decoration, and the Turkish conquerors have covered clumsily the angels, cherubim, and the figure of Christ which formerly adorned the vaults and ceiling of the mosque; but traces of some of these can be detected; and the enormous sign-boards that bear Moslem sacred words in gilt Arabic characters on a blue ground, high up among the arches, offend the eye of the observer. A visit to the mosque at Mid-Ramazan, about the middle of March, when the interior and exterior are illuminated with thousands of lamps, is recommended to the tourist.

The Mosque of Achmet is another of the famous mosques of Constantinople. It is situated on the site of the old Hippodrome, and is the only one outside of Mecca which has six minarets. The interior is very light and brilliant, as compared with the other mosques of the city. Its stone roof is supported by four enormous piers covered with blue-and-white tiles, and these lovely tiles cover a great part of the upper vaulting of the edifice. This is the state mosque of Constantinople, and has

a large income for its support. The *turbeh*, or mausoleum of Achmet I., adjacent to the mosque, is a fine example of this species of mortuary building. It contains the tombs of several sultans and members of the imperial household, all of which are covered with costly shawls and embroideries. There are other mosques of great beauty and high antiquity in the city, but the traveller who has not much time at his disposal can gain a good idea of all by a careful inspection of these here named, to which, possibly, might be added the Mosque of Soliman the Magnificent, on the third hill of Stamboul. It was built from materials taken from the church of Saint Euphemia, Chalcedon, and is regarded as one of the best specimens of Osmanli art.

The Hippodrome, constructed on the plan of the Roman Circus Maximus, shows few traces of its original purpose. At one end of its oblong space stands the obelisk, brought from Heliopolis, which was the turning point in the chariot races; and near here is the Serpent Column, formed of three bronze serpents, on whose coils are graven the names of the 32 Greek States which were engaged in the wars against the Persians. The column was erected at Delphos in commemoration of the battle of Platea (479 B.C.), and originally supported a golden tripod which was carried on the triple heads of the twined serpents. One of the serpent heads is preserved in the Museum of Antiquities; the others

and the tripod have disappeared. In this vicinity, also, is shown the Burnt Column constructed of drums of porphyry hooped with wreaths of bronze, and brought from Rome ; its name is derived from the fact that it shows many marks of the fires that have devastated Constantinople. The Reservoir of A Thousand and One Columns, a mysterious underground cavern whose roof is supported by many columns, is near the Hippodrome. The tradition is that each column stands on the tops of two others buried in the depths below, making 1,001 in all. The cavern is utilized by silk-spinners, who find the dampness of the place well adapted to their work.

The ancient fortifications may be visited by water along the shore of the Bosphorus, skirting Stamboul to the Seven Towers. At that point, by previous arrangement, a carriage can be met for a circuit around the other portions of the wall to the upper part of the Golden Horn, and to the outer bridge across that stream. The Seven Towers, built by Mohammed the Conqueror, in 1458, was once a state prison, and its walls have witnessed innumerable bloody deeds. It was here that Sultans deposed by the Janissaries, when they were at the height of their power, were brought for imprisonment and assassination ; and the heads of grand viziers, pashas, and other less illustrious victims of imperial anger were hung from the battlements. The structure has now fallen into decay.

Excursions should be made to Scutari, across the

Bosporus, and to Robert College, a noble institution founded by an American citizen, Mr. Christopher R. Robert, in 1869. The college contains about two hundred students drawn from various parts of Eastern Europe; it is not a propagandist or missionary institution, but is simply educational. There is an interesting American school for girls at Scutari, and the Bible House (American Khan), which is the headquarters of American and British Bible societies and the American Board of Foreign Missions, is worthy of a visit. Excursions up the Bosporus may be made at all times of the day by taking the small steamers that start from the outer bridge across the Golden Horn and make landings all the way up the stream; the Sweet Waters of Europe may be reached in this way in one and one-half hour, or by land (carriage or donkey) in two hours; and a similar excursion to Therapia (10 miles) will be found entertaining.

At the narrowest point of the Bosporus, above Constantinople (810 yards wide), is Rumili Hissar, or the Castle of Europe, built by Mohammed the Conqueror, in 1452, preliminary to his capture of Constantinople. The walls are 30 feet thick and high in proportion; the tower nearest the water's edge held cannon of tremendous power, throwing stone balls of 600 pounds weight. On the opposite shore stands the Castle of Asia, or Anadoli Hissar, built by Sultan Bayezid, earlier than that on the European shore; and, with that, commanding the

entire width of the strait at that point ; it has also been called the Black Tower, on account of the number of prisoners who have died in it from torture and ill-treatment. Near here are the famous Sweet Waters of Asia, a crystal stream which flows through a green valley and empties into the Bosphorus ; this is a place of pleasant resort for recreation in summer.

Of the palaces which are built along the European shores of the Bosphorus the most striking is the Palace Dolmabahcheh, on the Pera side of the strait, just after leaving the Golden Horn. It is overloaded with ornament, but, seen from the water, has a pleasing effect. The portal on the land side of the enclosing wall is designed in a florid style of art, and the interior (shown by special permission), is a mass of the most elaborate workmanship and decoration ; crystal chandeliers, mirrors, costly paintings, malachite, lapis - lazuli, porcelain, inlaid woods, marbles and mosaics combine to furnish a most bewildering display of luxury and semi-barbaric splendor. The throne-room, which is one of the largest and most gorgeously adorned rooms in Europe, is used only on the most important occasions of state. Galleries of modern European paintings, in which the French school predominates, evince the invasion of "infidel" notions in Constantinople. After his dethronement in May, 1876, the Sultan Abdul Aziz was carried off from this palace to the Seraglio in Stamboul, thence he was

taken, a few days later, to another palace (the Cheragan), a little distance up the Bosphorus, where his life was taken (it is said by his own hand), in June, 1876.

Constantinople hotels have uniformly had a bad name until the opening of the Pera Palace Hotel, on the heights of Pera, by the International Company, which has similar establishments in Cairo, Nice, Lisbon, Therapia, and Brindisi. This Constantinople house is in every way desirable, with all the modern appliances, good service, and an excellent cuisine. Lodging (no *pension*), from 12 to 20 francs a day, according to location, lights extra; restaurant charges reasonable. Other hotels are the Hôtel Royal, near the British Embassy, Pera; Hôtel des Londres, Hotel Bristol, and Hotel de Byzance; all in the same vicinity, with good views of the Golden Horn; charges, 12 to 20 francs for lodging; with fair cuisine. The restaurants of the city cannot be recommended.

The tariff for carriages is fixed by law, but a bargain should always be made beforehand. The legal fare is 5 piastres for a short course of 20 minutes, and 10 piastres for a long course of 40 minutes; for a drive after dark an addition of 50 per cent. is exacted; by the time, 15 piastres for the first 2 hours, and 10 for each subsequent hour; a similar extra fee is required for the evening hours. Saddle-horses stand for hire at all the principal landings and at the bridge-ends in Pera and Stam-

boul; charges at the rate of 80 piastres per day, with a fee for the runner who accompanies the rider; the saddle-horse will be found convenient for wandering excursions about the city; for long rides into the suburbs, livery stables should be visited for suitable beasts. Sedan chairs may be hired on application to the porter of any good hotel. Young Faraway Moses, to be found at the bazaar of his father, old Faraway Moses, Stamboul Bazaar, is recommended as a good guide; dragomans and guides may always be secured on application at the hotel offices.

The money unit is the para, 40 of which make a piastre, equal in value to $4\frac{4}{10}$ cents American money; 100 piastres make a Turkish pound; the gold piastre is a nominal coin, and is valued at 7 or 8 per cent. more than the silver, according to the premium on gold, which fluctuates greatly here; the gold rates are published daily, and travellers should scan the bulletins before effecting exchanges; at the leading banks one can safely trust the money-changer who conducts transactions of this sort. Unless a stranger proposes a long stay, it is hardly worth while to attempt to master the intricacies of the Turkish monetary system. It is sufficient to know the unit of value, above given, and possibly this: a "purse" is 500 piastres; an English pound is 110 gold piastres, or 118 in silver; a 20-franc piece is 88 gold, or 95 silver, piastres.

The banks and agencies are the same that do

business throughout the Levant ; viz. : the Imperial Ottoman, Crédit Lyonnais, and Crédit Général Ottoman. There are innumerable money-changers or *sarrafs* ; they usually charge 5 per cent. for changing money, and unless the stranger is well informed concerning gold rates, they exact more than this. Passengers should bear in mind that it is the Turkish custom for the toll-takers of custom-houses and other public offices, toll-bridges, etc., to throw on the passenger the burden of making change ; the same is true on the tramways, local steamers, etc. ; in this regard, a guide will be found useful ; he understands the currency and the language, to say nothing of " the tricks and the manners " of the people.

Passports are no longer so rigorously demanded as in former years ; but it is desirable that the stranger should have his on his person when visiting the city ; if needed at all, the passport is needed very much. Firearms on the person are contraband.

There is no post-office delivery in Constantinople ; messengers from the hotels execute all commissions at the post-offices, of which there are many. Austrian, French, German, Russian, and British ; the latter is most available for Americans ; the Turkish post is available only for inland correspondence. Inland and cable telegrams may be sent from the local offices in the Grande Rue (No. 181), Pera, or from the general office in Stamboul, No. 23, Rue Souk Cheshmeh.

Services in English are held in the American Bible House, every Sunday, at 11 A.M.; at the British Embassy Chapel, Pera; Memorial Church, Pera; All Saints, Kadi Keui (the ancient Chalcedon); Church of Scotland, in Haskeui; and at Robert College, at 10.45, and at the American school for girls, Scutari, at 11 A.M.

Constantinople is 288 miles from Smyrna.



THE DARDANELLES AND BOSPHORUS

ATHENS

Athens is in the great plain of Attica, 5 miles from the sea-coast, in latitude $37^{\circ} 58'$ N., and longitude $23^{\circ} 44'$ E. Two streams, renowned in classic story, water the city; the Cephissus is the only river in Attica which does not disappear in the drought of summer; and the Ilissus is a mere brook which has no trace of moisture when the dry season sets in. Modern Athens lies apart from the ruined "City of the Violet Crown," for the most part; and one may visit the most famous of these ruins without being confronted at every step, as in Rome, with the sharp contrasts of hoar antiquity and smug newness. With the exception of the choragic monument of Lysicrates, and the so-called Temple of the Winds, and the adjacent ruins of the Roman market-place, the objects of the chiefest interest in Athens lie outside of the purlieus of the modern city. The present population is about 80,000.

The origin of Athens is lost in the mists of mythology and tradition. As the ancient Athenians boasted that they were autochthonous, born from the soil, so they mixed the traditions of the



ATHENS—THE ACROPOLIS



building of their city with the fables of gods and heroes so inextricably that modern historians are puzzled to decide how much of the classic story is truth and how much is pure fiction. For the purposes of the modern tourist, it is enough to know that the history of Athens, as we view its beautiful ruins to-day, begins with the story of the oft-repeated and oft-defeated assaults of the Persians. The Greek towns in Asia Minor, harassed by the invaders from the East, had invoked the aid of Athens, and that spirited community, by responding to the cry for help, had drawn down upon itself the wrath of Darius, King of Persia, who sent against Athens a vast army and fleet. The victory achieved by the Athenians on the plain of Marathon, under Miltiades, aided by the Platæans, rolled back for a time the tide of Persian invasion. This was B.C. 490, and the Persians, ten years later, sought to avenge the defeat of Marathon. Under Xerxes they vanquished the heroic Spartans at Thermopylæ and advanced upon Athens. The town was not strongly fortified, and the Athenians having taken to their ships, the Persians entered Athens and captured the Acropolis, which was then a fortress, and not, as afterwards, the centre of the religious life of the city. The famous naval victory of Salamis followed; in the strait of that name, Themistocles engaged the Persian fleets, and Xerxes, seated on his golden chair, just above the rocky wall of the strait, beheld the utter rout of

his fleets, hitherto supposed to be invincible. Once more the Persians (B.C. 479) broke in upon the Athenians as they were rebuilding their city; but, under the command of Aristides, who had taken part in the victory of Salamis, the invaders were finally routed at the battle of Platæa, and Athens was freed from the domination of the Persians.

It was at this time that the port of Athens was established at the Piræus, where it now remains; and as one enters the harbor, on a rude ledge to the right, hewn in the living rock, is pointed out the tomb of Themistocles. The building of the Long Walls, which defended the road connecting Athens with the Piræus, practically made the seat of government and its port one city. The traders and workers abode in the Piræus, the aristocracy held Athens as their own proud home and citadel. The first notable political development of the Athenian state was under the rule of Solon, who (B.C. 594) revised the constitution and formulated a code of beneficent and liberal laws. The mild, republican form of government under which Athens had flourished, was subverted by Pisistratus and his successors, the Pisistratidæ (561 and later), and it was during this epoch that the first of the great public works, whose ruins now challenge the admiration of mankind, were constructed. But it was not until the time of Themistocles that Athens flourished exceedingly by its manufactures and commerce. The

city was greatly beautified, and during the administration of Pericles (B.C. 469-429) Athens may be said to have touched the highest point of the splendor of its Golden Age. The Acropolis was no longer occupied as a fortress, but was chosen as the site of the most lavish expenditure to celebrate the triumphs of art and the mystic rites of pagan worship. Here was built the magnificent Parthenon, the pathetic ruins of which to-day are the admiration and the despair of artists and builders of all lands. Here was set up the wonderful statue of Athena Parthenos, wrought of ivory and gold, by Phidias. In 437-432 were built the massive approaches to the Acropolis, known as the Propylæa. To this era also belong the temples that adorn the plateau of the Acropolis; and the beautiful Odeion, or temple of music, whose ruins may be found on the southeastern slope of the Acropolis, was built at this time.

Wars with the Persians and the Lacedæmonians gradually sapped the foundations of the political prosperity of Athens, and the oligarchic rule of the Thirty Tyrants, imposed upon the city by Sparta, reduced the Athenians to a condition of bondage. After sundry vicissitudes, a brief revival of the ancient splendor took effect in B.C. 378, when a new Attic League having been formed, the Athenians again secured their liberty and extended their commerce; the city prospered and many splendid buildings were erected, and the ancient glories of

architecture were restored. Philip of Macedon next loomed on the horizon as the world's coming conqueror, and Demosthenes vainly sought by his philippics to rouse the Athenians to resist his advances. At the battle of Chæronea (B.C. 338), the liberty and independence of the Greek democracy were finally destroyed.

After this downfall, the only life of Athens was that which was drawn from the traditional glories of the past. Its people took an inordinate pride in the achievements of their ancestors ; they had none of their own of which to boast. They subsisted on the intellectual stores accumulated during the Golden Age of Athens ; they gathered none of their own. But Athens became the seat of schools, of poetry, and philosophy. Scholars of all lands flocked to its fountains of learning ; and its conquerors enriched its treasures of art. The rulers of Egypt, Pergamon, Syria, and Rome erected many of the monuments which dignify Athens to-day, though they are in ruins. Antiochus Epiphanes, of Syria, began the restoration of the Temple of the Olympian Zeus, planned by the Pisistratidæ ; and the Roman Emperor Hadrian (A.D. 130) completed that noble structure whose ruins still attest the grandeur of its original conception. Under Roman rule, although voiceless in its own government, Athens became " the mother of arts and eloquence ; " but even this empty title to distinction was taken away when the entire region of Attica

was overrun by the Northern hordes in the third and fourth centuries of the Christian era. It became the fashion to carry off the art treasures of the city to adorn the new Byzantine Capital of Constantinople; and the Emperor Justinian (A.D. 529) shut up the Athenian schools of philosophy, and dried the stream of paganism at its fountain-head. While Constantinople was held by the Latin Crusaders, during the thirteenth century, Greece was governed by dukes, whose sovereignty was guaranteed by the Christian conquerors; but Omar and his Turks took possession of Athens in 1456, and held it for three hundred and fifty years, during which period they were disturbed only once or twice and by the Venetians. When Athens was besieged by the Venetians, in 1687, the Turks fortified themselves in the Parthenon, and a bomb from the besiegers, fell into a powder magazine and caused an explosion that wrought the ruin of that marvel of art.

There is little to add to the history of Athens. The standard of Greek independence was raised in 1821, and the sympathy of Christendom was enlisted in behalf of the unhappy country, so long harassed and oppressed by the Moslem. After a series of reverses, the Greek patriots were finally aided by the Great Powers, who intervened, and the Turk was dispossessed. Under the guidance of these powers, a kingdom was established in 1832, and Prince Otho of Bavaria was elected King by

the signatories of the treaty of London, the selection being approved by the people. In 1862 a revolution broke out, and Otho was forced to abdicate; after many distressing political complications, the present ruler, who is the second son of King Christian of Denmark, was chosen by the National Assembly; he ascended the throne with the title of King George I., in October, 1863. The government is a hereditary and constitutional monarchy.

The bay of the Piræus is almost completely landlocked, and the harbor would be exceedingly interesting if it were not for the alluring magic of the Athenian capital, which is so near that one sees the west pediment of the Parthenon long before he lands. On the left, or to the westward, as the ship approaches the entrance of the seaport, one sees the Bay of Salamis, and the strait through which Themistocles drove the Persian fleet, while Aristides pursued the army on the land. Beyond is the Bay of Eleusis, and to the eastward of the Piræus, on the right, is the Bay of Phaleron. Inland and more to the northeast is a range of hills, the highest peak of which is 3,370 feet above sea-level; the range is Hymettus; in front of this, lower and nearer Athens, is Lycabettus, and due northeast from the Piræus is Mount Pentelicus, its marble-quarries still furnishing material for building. Bounding the Attic plain on the north is Mount Parnes.

The port of Piræus enjoys considerable commer-

cial importance, and has a population of about 35,000. There is little here to attract the attention of the tourist, and as soon as the perfunctory examination of baggage is over, one departs at once for the City of the Violet Crown. The distance, 5 miles, is traversed by a railway, trains running every half-hour; fare, 1½ franc. Most persons, however, prefer to drive to the city, in pleasant weather. The road, which lies along the line of the Long Walls (destroyed during the ancient wars), is uniformly good, and, except in bad weather, affords a series of beautiful views of Athens and its approaches. A special and explicit bargain should be made with the driver; 5 francs each person, one way, is the average fare to Athens by carriage, but a party may make better terms than this. As a rule, the carriage-drivers are trustworthy, when once a bargain has been made with them.

The general aspect of the city of modern Athens is that of a white and glittering city, enclosed between the ranges of hills that are marked by the Acropolis and Lycabettus on the south and east, and sloping northward to the Attic plain bounded by groves of olive-trees. The streets are broad and clean, and the city has all the appearance of any of those of Southern Italy, except that it is rather cleaner. The centre of its life may be found at the Place de la Constitution, at the higher southern end of the city. Here is the King's Palace, a huge, white barrack of limestone, many-win-

dowed and altogether unattractive, externally. Behind the palace is a fine garden, to which entrance is granted under certain restrictions. In front of the palace is a barren, gravelly plaza, or open square, and below this is a public park, where a military band plays every Tuesday, Thursday, and Sunday afternoons. Here is also the centre of the hotel life, and the square is bounded in every direction by the best establishments of their kind, with ticket offices, tourist's agencies, and other offices that cater to the needs of the traveller. The shops are uniformly good, and strangers may buy here, at reasonable prices, such articles as are needed for use and comfort. There are no curios worth mentioning, although manufactures of silk, embroidery, photographs, and, possibly, a few antiquities will serve as souvenirs of Athens. Purchasers of antiquities are warned that spurious articles of this sort are on the market. The genuine objects of art are rare, and large prices are usually demanded for them. In any case, the buyer should never give more than one-half the price asked by the venders. At the hotels are sold small cans of the honey of Hymettus.

The Acropolis is an uplift of limestone, on the southern edge of the modern city. The ledge of rock is about 200 feet high, 1,100 feet long, and 450 feet wide. When it was prepared for the reception of the world-famous structures which it bears upon its bosom, the higher parts were levelled,



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the lower filled in, and walls were built at some parts of its verge. When the Acropolis was used as a fortress, the rock was probably made yet more inaccessible in places by taking away any exterior irregularities that might have existed, so that the outer wall of rock is to-day very nearly perpendicular in every direction, except on the southwest corner where the approaches were built. One enters by the Beulé gate (so called from its discoverer, a French savant), which was long concealed by fortifications thrown up here by the Turks during their occupation of Athens. This gate, however, dates from a comparatively recent period, and was not included in any of the early designs for the beautification of the Acropolis; its materials were brought from the ruins of other buildings of antiquity.

From this gate we ascend by a flight of steps to the platform below the Propylæa, the true portal of the Acropolis. On the left is a square pedestal, 55 feet high and $12\frac{1}{2}$ by 10 feet square, on which once stood a colossal statue of Marcus Vipsanius Agrippa, the son-in-law and chief general of Cæsar Augustus, erected here B.C. 27, but long since destroyed. On the right is the marble bastion which supports the base of the Temple of Athena Nike, or Nike Apteros ("Wingless Victory"), entrance to which is obtained by means of a flight of steps of comparatively modern construction. This gem of ancient Greek architecture stands on a platform 26 feet high, and is built entirely of Pentelic marble.

It is only 18 feet wide and 27 feet long, with a portico of four columns at each end, the columns being $13\frac{1}{4}$ feet high. The temple is in the Ionic order, and was entirely reconstructed in 1835 by accomplished architects, the fragments having been found on the destruction of a battery built by the Turks. The frieze bears a series of reliefs, and on the outer side of the balustrade which once surrounded the parapet were other sculptures of equally chaste and exquisite workmanship. The view of the west end of the temple platform is one of the most celebrated in the region of Athens.

The famous Propylæa, begun in 437 B.C., consists of a central gate-way with two wings, occupying the entire west side of the Acropolis. The style of the work is Doric, and the general effect of the architecture, even in its ruin, is one of severity and massive simplicity. Five openings pierce the wall of the central portion of the structure, and on either side were the colonnades which were originally crowned by a frieze and pediment, now destroyed; some of the columns remain in place. The side entrances are approached by steps, but the central gate-way, through which the road passes, has no steps; the steepness of the incline and the presence of steps at intervals above, give one the impression that access to the Acropolis was had only by persons on foot. The visitor will be struck by the comparative narrowness of the gates. The entire length of the front of the Propylæa is 175

feet; the central opening is only 13 feet 8 inches wide; and the outer portals at the sides are only 4 feet 9 inches wide. The wings of the Propylæa are unequal in their dimensions, the general effect of irregularity being most pleasing. But as we are to suppose that the structure was never fully completed, we are left to conjecture as to what was the original design contemplated. On the left of the entrance was a chamber in the north wing which was intended as a gallery for the reception of votive paintings. On the right is the south wing, which is much smaller, from which one ascends to the Temple of Nike by a flight of marble steps.

Passing between the ruined, but still standing, fluted marble columns of the Propylæa, and through the entrances in the massive perpendicular wall, one finds himself upon a gradual slope, an artificial roadway in the living rock, and provided with grooves cut across it to afford better foothold to passengers. On either side of the way are strewn fragments of statuary and broken architecture; overturned bases and sockets cut in the marble pavement of the terraces attest the vastness of that "forest of statues" which adorned these sacred precincts when Athens was at the zenith of its splendor. Here are panels of the marble ceilings of ruined edifices, still showing traces of the colors with which they were decorated; and here are platforms on which once stood some of the most famous statues of the elder world. The most famed of these was the statue of Athena Promachos

("the fighter in the van"), wrought of the spoils of Marathon, by Phidias, in bronze, 66 feet in height, and bearing a spear at rest, the point of which was a landmark for voyagers approaching the coast. The site of this figure may be found 30 paces to the northwest of the main roadway, and opposite a basement (in four fragments) of statuary which has been so arranged that the inscription may be read continuously.

But as one emerges from the wilderness of ruin which covers the site of the great entrance to the Acropolis, the gaze is at once fascinated by the lovely and majestic beauty of the Parthenon; it stands at one's right on entering the plateau, and the delighted vision first falls on the northwest angle of the temple, where the structure is seen at its best advantage. From this point one sees that the cornice of the pediment is gone, except for a few courses of marble at the lower ends; but the eight fluted columns that support the portico at this end of the temple, are still standing, their Doric capitals marred and fractured, and their shafts stained in shades of reddish-brown and pink by the action of the elements. On the side of the building nearest the spectator nearly one-half of the columns and entablature which they supported have been torn away; this is the ruin wrought by the powder explosion of 1687. It can also be seen from here that the building is roofless, and that the pediment of its farther, or eastern, end is mainly gone. Some of the drums

of the fluted columns have been wrenched out of place by the shocks of earthquakes, showing their joinings ; and the temple seems toppling to its fall.

The base of the Parthenon rises in three steps, each about 1 foot 8 inches high. The main platform of the temple, on which the columns stand, is 228 feet long and 101 feet broad. The exterior of the edifice is adorned with 46 columns, 8 of which are at the ends and 17 at the sides, counting the corner columns twice. After minute and careful observations and measurements, it was found that much of the grace of the Parthenon was due to subtle deviations from right lines in its construction. All of the columns incline slightly inward ; the platform is a little higher in the middle than at the ends, and the shafts are swelled almost imperceptibly at some distance above their bases. Other similar deviations probably existed in the original design of the details of the buildings ; it was largely the work of Phidias, the friend of Pericles, although the builders were Ictinus and Callicrates ; it appears to have been opened for worship in 438 B.C. The front and back ends of the temple were surmounted by triangular pediments within which were groups of marble in high relief ; and the entablature was adorned with similar masterpieces of plastic art, together with wreaths and other adornments in bronze, marble carvings colored in red or blue, or covered with gold. The interior was divided into

three principal parts, the temple proper being the *cella*, to which all the magnificence of the building served as mere approaches to this most sacred place.

At the western end of the Parthenon ascent may be had (on the payment of a small fee to the custodian) to the top of the pediment, from which is a fine view of Athens and the coast of Attica. The structure was converted into a Christian church in the fifth century, and traces of mural paintings executed in the Byzantine manner are yet discernible. In 1460 it was transformed into a mosque by the Turks who added a minaret at its southwest angle. Many drawings of the temple and its adornments were made before it was despoiled of its art treasures. To Lord Elgin, the British Ambassador to Turkey, belongs the odium of the systematic robbery by which the portable statuary of the Acropolis was torn from place and carried off. Having procured from the Sublime Porte a firman to take away "a few blocks of stone with inscriptions and figures," he employed a great force of laborers, and the sculptures, metopes, and other removable adornments of the Parthenon, one of the Caryatides of the Portico of the Maidens (of the Erechtheum), and other works of art, were carried off, and sold to the British Government. The name of this titled "conveyer" is preserved in the British Museum by the "Elgin Marbles."

The Erechtheum, north of the Parthenon, was built in the Ionic style, and its ruins and plan show

a design which was evidently exceedingly beautiful, though radically differing from the Parthenon. The main building is $65\frac{1}{2}$ feet long and 37 feet broad ; instead of porticoes, it has wings, or vestibules at the sides, each of which differs from the other in its architectural style. The celebrated Portico of the Maidens, or Porch of the Caryatides, on the south of this structure, is renowned in the history of art as one of the most charming creations of its kind. The roof of the portico is borne by six figures of maidens on whose heads are basket-like ornaments supporting the entablature. The beauty and grace of these figures have excited the admiration of the world. The second statue from the south angle was torn away and carried off by Lord Elgin, and the entablature above fell down when the figure was rent away. A restoration of that caryatid, in terra-cotta, has since been made, and the new marble in the entablature marks the rent left there by Elgin's workmen. Somewhere in or near the Erechtheum was the olive-tree planted by Athena when she was chosen tutelary divinity of the young city ; and here, too, was the salt spring which gushed forth when Poseidon smote the earth with his trident.

At the southeast angle of the Acropolis is to be seen a portion of the retaining wall built by Cimon, B.C. 478, and from this point one has an admirable bird's-eye view of the Theatre of Dionysus, lying far below. A fine view of modern Athens may be

obtained from the north end of the east wall of the Acropolis, where a curious belvedere has been constructed from unidentified débris of antique monuments. Another wide view is to be had from the edge of the north, or wall of Themistocles, where the eye follows the course of long boulevards, with the Temple of the Winds and the ruins of the Roman Market in the foreground. In the southeastern corner of the Acropolis is situated the Acropolis Museum, where are shown all the sculptures and antiques exhumed here since 1878. The collection is unique, and of the most absorbing interest to students and amateurs in Greek art. Admission, 1½ franc; catalogues in French. One may usually dispense with the services of a guide in Athens, but from the archæological schools in Athens may be engaged, with profit, a cicerone whose intelligent explanations of the wonderful ruins of the Acropolis are more satisfactory than any printed guide-book can possibly be.

Lying directly at the base of the Acropolis, on its south side, is the Theatre of Dionysus, the cradle of the Greek drama, venerated in its ruin as the place where the masterpieces of Æschylus, Sophocles, Euripides, and Aristophanes were first performed. The theatre was originally constructed within the enclosure of the Temple of Dionysus, but that edifice now exists only in a mass of undistinguishable ruins; the theatre, with its seats, stage, and orchestra, remains in a tolerable state of pres-

ervation. The auditorium and stage were open to the sky, and the auditorium, capable of seating 30,000 people, rose gradually from the level orchestra up the slope below the Acropolis. A low parapet or balustrade of marble, separated the spectators from the players; the marble seats of the front row are still in position, with the titles of their respective occupants carved on their fronts. In the arc of the semi-circle, opposite the stage, is the marble base on which stood the chair of the Emperor Hadrian, who restored the theatre, built by Lycurgus (B.C. 340), although a less elaborate structure existed on this site before his day. The theatre was adorned with a great number of noble statues of poets and dramatists, and the general effect of the interior was enhanced by a profusion of sculpture along the front of the stage, much of which is now in place. The crouching figure of Silenus in the centre of the stage-front, and the details of some of the other statues, excite admiration. The sacred precincts of the Temple of Dionysus extended southward to the line of the modern boulevard; half-way between the theatre and the boulevard is to be seen a circular altar of the god in a good state of preservation; near it stands a marble slab on which is engraved an inscription reciting the action of the Amphictyonic Council in favor of the Guild of actors. Above the theatre, close to the base of the Acropolis, is a grotto, to which, in ancient times, mysterious influ-

ences were ascribed, now dedicated to Greek worship, and containing an ever-burning votive lamp. The tall pillars which attract attention near here by their solitariness are remains of choragic monuments ; from the wall of the Acropolis above may be seen the mortises in which were inserted the bronze tripods that they bore. Westward of the theatre, and extending along the base of the Acropolis, are the remains of the sacred precinct of Æsculapius, in which were also included the shrines and sanctuaries of other divinities. The Temple of Æsculapius, which contained a place for the treatment of the sick, lay to the east of these precincts. On the terrace below was a long colonnade connecting the theatre with the Odeion of Herodes Atticus, a noble building, whose ruins are the most conspicuous in the region below the Acropolis. The Odeion was constructed by a Roman of enormous wealth, A.D. 161, and was intended for the performance of musical compositions. The front, facing the boulevard, is built in the heavy Roman style with semi-circular arches. The building was roofed, and had at least three stories. The auditorium seated about 6,000 people, and the seats were covered with Pentelic marble, now stripped off. Behind the upper row of seats was a magnificent colonnade. The stage was 116 feet wide and 26 feet deep ; the orchestra was 62 feet in breadth and was paved with parti-colored blocks of marble ; in the centre was a fountain, the relics of which are still in place. The

exits and entrances, as well as the arrangements of the adjuncts of the stage, indicate that the Odeion was used for dramatic, as well as musical, performances.

The Temple of Theseus stands in the southwestern corner of the modern city, a short distance from the railway station. It is the best preserved architectural monument of Greek art in the world. Time has stained its Pentelic marbles with brown and red, and the earthquakes have shaken some of the drums of its fluted columns so that they require metal clamps to keep them in place ; but the simple beauty of its original design is not seriously impaired. The architecture is of the Doric order, and the general effect of the building is that of solidity and strength, combined with dignity. The stylobate is of two steps, and is 104 feet long and $45\frac{1}{2}$ feet wide. Counting the corner columns twice, there are 13 on each side and 6 at each end ; the shafts, including the capitals, are 19 feet high and $3\frac{1}{2}$ feet in diameter at their thickest part. The architrave bears a series of triglyphs and metopes, but only a small portion of the architrave is adorned with sculptures ; the pediments show traces of the fastenings which once held sculptures in place ; but these works have long since vanished. The exact age of the temple is not known, some authorities claiming its construction as antedating that of the Parthenon, while others assign a somewhat later period as its date of

building. During the Middle Ages the temple was converted into a Christian church, and was dedicated to St. George. The reliefs in the metopes on the east front represent the labors of Hercules, and those on the side walls the achievements of Theseus; from these combinations, some authorities have inclined to the belief that the temple was dedicated jointly to Hercules and Theseus. The interior of the building is in a dilapidated condition, and is shown only on application to the custodian, who lives in a small cottage to the southeast of the temple, and who receives a fee.

The Temple of Jupiter Olympus, which lies a short distance to the southeast of the Acropolis, is described by Aristotle as "a work of despotic grandeur," and even in its abject ruin excites admiration by the grace and beauty of its few remaining columns, several of which tower above the plain on which the majestic edifice stood. The building, executed in the Corinthian style, was planned by Pisistratus, 530 B.C., was partially completed by Antiochus Epiphanes (174 B.C.), and finally completed by the Roman Emperor Hadrian, in 130 A.D. It was the second largest Greek temple known; that of Diana at Ephesus having been the largest. Its upper platform is $353\frac{1}{2}$ feet long and 134 broad. Originally, the temple had more than 100 columns, arranged in double rows of 20 each on the sides and 8 each on the ends. Of these columns, which were $56\frac{1}{2}$ feet high and $5\frac{1}{2}$ feet in

diameter, 13 remain erect in a group at the eastern end of the ruin, with parts of their entablature; two isolated columns stand near the western extremity of the site, and the disjointed drums of others lie prone on the ground. This is a pleasant resort on summer evenings when the breeze blows in from the sea, and a lovely view is obtained of the Acropolis against the western sky. Refreshments are then served here by thrifty Greeks, who inhabit a near-by cottage.

Due north from the ruins, and not very far away, is seen the Arch of Hadrian, built by that Emperor or his immediate successors. It formerly closed the end of an avenue leading to the great temple, and divided the ancient city from that which (called *Novæ Athenæ*) grew up in the time of Hadrian, and extended from the Temple of Jupiter to the site of the modern royal palace, as inscriptions on its architrave set forth. The structure is now an isolated gate-way, 59 feet high and 44 feet wide, with an arched passage 20 feet wide; above the archway is a second story, consisting of an entablature and pediment supported by Corinthian columns, the spaces between which were formerly filled with slabs of marble. The columns which once adorned the front of the structure have disappeared.

North of the Acropolis, and at the southern end of the Rue d'Eole, which is the second important street in Athens, is the so-called Temple of the

Winds, more correctly known as the Horologion of Andronicos. To reach it one passes through a bazaar in which one meets many lounging Greeks in their old national costume ; articles of Albanian wearing apparel are sold here. The tower or temple is an octagonal structure, 26 feet in diameter and 42 feet high. It was built in the last century before the Christian era and contained a water-clock, a sun-dial and a weather-vane. On the architrave, each face of the eight sides bears a relief representing one of the winds—north, northeast, east, and so on. The sculptures are interesting, but not of a high order of art. Traces of the water-clock and its machinery may still be seen within, but it is difficult to understand its working. The custodian, who lives close at hand, unlocks the entrance to the enclosure and expects a small fee.

To the westward, and reached without leaving the immediate enclosure of the Tower of the Winds, is the Roman Market-Place, brought to light in 1891, by excavations under the direction of the Archæological Society. At the end of this enclosed space most distant from the tower is an architrave and pediment supported by slender Doric columns, 26 feet high and 4 feet in diameter. This was the entrance to the market-place, and contains a central passage for wheeled vehicles, $11\frac{1}{4}$ feet wide, with side entrances for foot-passengers. An inscription on the architrave sets forth the fact that the structure was built by the Athenians, and dedicated to

Athena Archegetis, with money given by Julius Cæsar and Augustus. The ruins which lie scattered about contain many interesting objects, fragments of statuary, and bits of carving. A marble trough, supposed to be a standard of dry measure, has been exhumed; and fixed to the wall near the principal entrance is a tall tablet on which is an inscription relating to the price of oil and salt in the time of Hadrian. The ruined arches to the south of the tower were formerly a part of the Roman buildings which covered the space in the time of Hadrian and his successors. At the base of these arches (two, and the half of a third) is a covered channel through which flowed the water used for the horologe in the Tower of the Winds.

Westward from the market entrance, and reached by a narrow lane, is the Stoa of Attalus, built for the merchants of Athens by Attalus II., King of Pergamon, B.C. 159. The building appears to have been in two stories, and was probably a bazaar with stalls, or rooms, of varying width, and 15 feet deep; back of these were rooms for storage, and in front was a long colonnade supported by a double row of columns.

East from the Acropolis, and not very far away, is an open square in the midst of modern buildings in which stands the beautiful monument of Lysicrates. It is a circular building of Pentelic marble, 21½ feet high and only 9 feet in diameter, on a base of stone from the Piræus. The roof, which

is slightly convex, supports a foliated finial on which originally stood the bronze tripod won by Lysicrates in the Dionysiac contests. The architrave, which is supported by engaged columns of the Corinthian order, is enriched with reliefs representing one of the Homeric legends, and on the southeast side is an inscription which sets forth the fact that Lysicrates was the leader of a boy-chorus who won the prize in the contest when Euænetus was archon; the date of the erection of this monument, therefore, was some time during 335-334 B.C., when the school of Praxiteles was most flourishing, and the structure is famous for its being the earliest example of Corinthian architecture now extant.

Crossing a bridge over the Ilissus, east of the Temple of Jupiter Olympus, one reaches the Stadium, or ancient place of athletic games, now hardly traceable in its entire extent, planned by Lycurgus, about 330 B.C., and renewed by Herodes Atticus, the builder of the Odeion, in 140 A.D. The entire length of the course, which was an ellipse, was 670 feet; its breadth was 109 feet. Rows of seats, once covered with Pentelic marble, rose on all sides of the natural hollow of which Lycurgus had availed himself, accommodating 50,000 spectators. The marble was burned for lime during the Dark Ages, and it requires a vivid imagination to recreate the vast Stadium with its rising rows of marble seats, its imposing front row of marble chairs separated from the course by a low parapet, and its cor-

ridors to facilitate the exits and entrances of the spectators.

Separated from the Acropolis, at its western end, by a slight depression, is the Hill of the Areopagus, or the Hill of Mars, which was the seat of the highest court of Athens—the Areopagus—and is said to have derived its name from the fact that Mars was the first person tried here. It is a rocky eminence, 375 feet high, flat on top and steeply precipitous only on its northwestern side. A flight of steps cut in the rock leads to the sites of ancient altars, the platforms of which are still traceable in the surface. Near here, it is supposed, St. Paul stood when he delivered his address, of which we have a record in the 17th chapter of the Book of the Acts of the Apostles, beginning with “Ye men of Athens.” At that time, the apostle must have stood in the midst of a wilderness of pagan temples, probably facing the gem of the Acropolis, when he uttered his saying, “The God that made the world and all things therein, he, being the Lord of heaven and earth, dwelleth not in temples made with hands, neither is he served by men’s hands, as though he needed anything.” At the base of the northeast angle of the rock is an enclosure, within which is a mass of ruins and splintered rocks, supposed to be the site of the altar of the Furies, or Avengers of Blood; and to the westward of this are the ruins of the Christian church dedicated to St. Paul’s first Athenian convert, Dionysius the

Areopagite. Across the boulevard, to the westward from the Areopagus, is the Hill of the Pnyx, on which was constructed one of the earliest works of ancient Athens. It is a huge artificial terrace, or platform, 395 feet long and 212 feet wide; it is 360 feet high, and the builders utilized, with great skill, the natural rock in their process of construction. The upper portion is cut out of the living rock, and the lower portion is filled inside of a supporting wall of tremendous stones. From the platform at the back of the terrace one has a fine view of the Acropolis. This platform was the place for the convocation of the popular assemblies, and from the Pnyx, a raised platform of rock in the midst of the Bema, the orators harangued the people. South of the hill, and in sight therefrom, are three openings into grottoes in the ledge, closed with slight gates, one of which is called the Prison of Socrates, though for no valid reason. The chamber on the left was probably a tomb, as there are marks of a sarcophagus perceptible on the floor.

The Monument of Philopappus, which crowns the lofty hill to the southwest of the Acropolis, is a conspicuous object in the Athenian landscape and may be seen as the voyager approaches the coast of the Piræus. From that distance it has the appearance of a truncated cone. It is built of Pentelic marble, 40 feet high and 33 feet wide, with a slightly concave side on the part facing the Acropolis. Philopappus was a grandson of Antiochus IV.,

of Syria, a Roman citizen, who filled sundry important offices in Athens, and was held in great respect by the people of his adopted city. The monument was erected A.D. 114-116, and bears, in a niche above its sculptured frieze, a sitting figure of Philopappus. From this hill is to be seen one of the most famous views of Athens, the extent and beauty of which will well repay the fatigue of the climb, or donkey-ride, thither. In the centre is the Acropolis, seen lengthwise, with the Odeion of Herodes, the Theatre of Dionysus, the Arch of Hadrian, and the Temple of Jupiter at the right, the background being the heights of the Stadion and Mount Hymettus; on the left of the Acropolis are the Temple of Theseus and the Hill of the Nymphs; and Lycabettus looms over the rocky plateau on which stands the ruined Parthenon.

Modern Athens will not attract the attention of the stranger until he has exhausted the wonders of its ancient art. The Academy of Science has for its home a noble building of Pentelic marble designed in the classic Greek style and intended to give us some notion of the splendor of the color and form of a similar structure of the golden age. It contains an interesting gallery of mural paintings, and the exterior is adorned with sculptures after the early Greek manner. Two lofty Ionic columns in front of the building, somewhat meaningless in their relation to the edifice, bear statues of Athena and Apollo; and sitting figures of Plato and

Socrates adorn the terrace in front of the main entrance.

In the Polytechnic Institute will be found a highly - interesting and valuable collection of antiquities belonging to the Greek Archæological Society. The vases, amphoræ, coins, ornaments, and bronzes are illustrative of the earliest and the latest periods of Greek art ; they are arranged in chronological order, and are invaluable to the student. The National Archæological Museum, next to the Polytechnic, contains a gallery of Mycenian antiquities, the nucleus of which is the collection of objects found by Dr. Schliemann ; another of Egyptian antiques, and rooms containing many rare and beautiful objects of art, some of which are modern replicas, and others are originals of much value and high antiquity. The tourist will view with interest, in the room of the Athena, a reduced copy of the gold-and-ivory statue of Athena, which was executed by Phidias, and stood in the Parthenon.

An excursion may be made to Salamis from the Piræus in six or eight hours, by sailing-boat or by steamer, with some walking ; or one may take a ferry-boat at the Piræus and spend the day around the bay and strait. By railway from Athens to Eleusis is an hour's ride ; longer by carriage ; fare by rail, $5\frac{1}{2}$ francs for the round trip ; carriage-fare, twice that sum. The sites of the temples and the ruins yet remaining may be examined sufficiently in about two hours. The fortress of Phyle

requires a full day for its examination, and an examination thither. It was here that Thrasybulus and his band established themselves when expelled from Athens by the Thirty Tyrants. The massive walls and towers of the fortress are in a remarkably fine state of preservation, and are, as a monument of ancient Greek military science, a point of great interest. An excursion to Marathon requires a full day, with very little time allowed for stay on the field. The route is accomplished partly by carriage, and on horseback the rest of the way. Carriage-fare, 50 or 60 francs ; saddle-horse, 20 francs additional ; provisions must be taken, as there is little or no opportunity for obtaining any *en route*.

The financial system of Greece is in a somewhat disordered condition ; strangers will do well to refuse to handle the paper money in circulation. Indeed, at the best hotels in Athens the visitor is notified that Greek notes will not be received in payment of bills ; as money can be changed advantageously at the hotels of Athens, none need be embarrassed about making change with cabmen, porters, etc., while in the city. The Greek drachma (plural, drachmæ) is the equivalent for the French franc ; and the lepton (plural, lepta) is equal to the centime. In reckoning Greek money, therefore, it is easy to change the drachmæ into francs and the lepta (coined in five-lepta pieces) into sous. Beyond this the traveller need not go, unless he prolongs his stay in the country or makes

excursions far into the interior. Silver coins in one-, five-, and ten-drachmæ pieces are current ; and the copper or bronze coins represent the equivalent of centimes and sous.

The best hotels of Athens (named in the order of their excellence) are around the Place de la Constitution, at the head of which stands the King's Palace. They are as follows: The Hôtel de la Grande Bretagne, Grand Hôtel D'Angleterre, and Hôtel des Étrangers; at each of these the rates are from 12 to 15 francs per day; lights and service extra. The Grand Hôtel, in the same square, has a cheaper rate, 10 to 12 francs; and at the Hôtel d'Athenes, in the Place de la Constitution, corner of the Rue du Stade, and Hôtel Minerva at the south end of the Rue du Stade, may be found very fair restaurants for those who do not care to take lodgings at the better hotels. The cafés are numerous, the best of them being the Café Zacharátos, on the Place de la Constitution, just below the Hôtel de la Grande Bretagne.

Cab-hire is not dear, the rate to or from the railway station to the principal hotels being 2 francs; for short drives in and around the city, 20 to 30 francs per day, or 2½ and 3 francs by the hour; a bargain beforehand is always necessary; some of the drivers speak French.

The principal banking-house in Athens is that of Kalergi & Co., Rue du Stade; Cook's tourist agency, at the bottom of the Place de la Constitu-

tion, accommodates strangers with banking facilities. As the premium on gold and the rates of exchange fluctuate daily, the newspapers report the market rates every day.

The post and telegraph office is on the Rue du Lycabette, two squares north of the Royal Palace ; mails for western Europe leave every other day, and cable messages to the United States are received here.

The English church in Athens is St. Paul's, in the Rue des Philhellenes, corner of the Palace Garden ; services every Sunday at 8.30 and 10.30 A.M.

Strangers should beware of the coolness of the evenings, as the air grows suddenly chill after a warm day. The summer climate of Athens is unendurable, but the winter months are pleasant.

Athens is 354 miles from Constantinople.

MESSINA

Messina, the second commercial city of Sicily is in latitude $38^{\circ} 12' N.$ and longitude $15^{\circ} 34' E.$ The town is well built, and affords a handsome picture from the harbor, its white buildings being relieved against a dark background of orange and lemon trees, behind which rises a receding range of verdurous and irregular hills. The water-front of the city is lined with substantial buildings, and the harbor is exceedingly good, the water being of great depth and the defences making it almost entirely landlocked. The four principal streets are parallel with the water-front, and are named respectively, the Marina, or Corso Victor Emanuel ; Via Garibaldi ; Corso Cavour, and Via Monasteri. The first-named of these, commonly known as La Marina, is the pride of the city ; it encircles the shore for the distance of more than a mile, flanked on one side by a range of lofty buildings of uniform elegance and solidity. Messina is the centre of the fruit trade of the Mediterranean ; its population is about 80,000. The climate is excellent, the uniformity of temperature being favorable to health.

The earliest settlement of the site of Messina is



MESSINA—THE MARINA.



believed to have been made nearly 1,000 years before the Christian era, by Cumæan pirates, who named their town Zanckle, from a Greek word signifying "the sickle," on account of the sickle-shaped tongue of land which defends the harbor from the sea. It was captured and destroyed by the Carthaginians, B.C. 396, and, after many vicissitudes, was seized and held by the mercenaries, or Mamertines, B.C. 282; these, being defeated by the Syracusans, invoked the aid of Rome, and thus brought on the second Punic war. Under Roman rule, Messina grew to be a place of considerable commercial and military importance, and played an important part in the wars between Cæsar and Pompey, and Sextus and Octavius. The Saracens captured the city, A.D. 843, and the Normans, under Count Roger, came to the rescue in 1062 and drove out the invaders. The Crusaders, under Richard Cœur de Lion and Philip Augustus, wintered here in 1189. The city subsequently passed under the sway of Spain, and, after undergoing a number of distressing disasters and misfortunes, on account of its having been the centre of many political quarrels, it was visited by a plague which (in 1740) carried off 40,000 of its inhabitants, and by an earthquake which (in 1783) destroyed the greater part of the city. A revolutionary outbreak here in September, 1848, brought on a severe bombardment by the Neapolitans, which caused great damage; and in 1854 the cholera carried off 16,000

victims. At present the city is prosperous, but the calamities with which it has been visited have left it very few of the monuments of antiquity that are to be looked for in all Calabrian cities.

One of the principal objects of interest in the city is the beautiful Cathedral, or La Matrice, an edifice of the Norman period begun in 1098 and finished by Roger II. Damages by fire and earthquake have so often been repaired that the present church does not retain very much of the original structure. The building is cruciform, 305 feet in length, with a width of 145 feet across the transepts. The portal on the entrance façade is early Gothic, and is adorned with sculptures in great profusion. The interior contains many tombs and sarcophagi, and its 26 granite columns are said to have been brought from the Temple of Neptune, which the tourist may pass on the way to the Faro, at the head of the strait. The pedestal of the holy-water vessel, by the side entrance to the left, bears an inscription which shows that it was once the support of a votive offering in a pagan temple built in Messina.

Nearly opposite the central façade of the Cathedral is a very elaborate fountain, executed in 1547-51, by Montorsoli, a pupil of Michael Angelo, which is a bewildering mass of sculpture. Another fountain by the same artist is in front of the Palazzo del Municipio on the Marina; its principal figure is a colossal Neptune placed between Scylla and Charybdis.

There are thirty churches in Messina, some of which contain valuable pictures which are pointed out by the sacristan. The Campo Santo on a hill one mile to the south of the city, is worthy of a visit, if only for the beautiful view which one here gets of the harbor and the city.

An excursion to the Faro, at the head of the strait, is one of the few attractions of Messina. The distance is $7\frac{1}{2}$ miles, and may be accomplished by a steam tramway, or by cab, the latter preferably. The view of the Calabrian coast, *en route*, is very fine, and one passes through a number of small villages and fishing hamlets, the inhabitants of which exhibit their manners and habits in most artless fashion. Just above the village of Pace one reaches the two salt lakes of Pantani, connected with each other by an open channel, and near by will be noticed the ruins of a famous Temple of Neptune which stood here. On the extremity of the promontory of Faro, a half-mile from the village, is the light-house, from the lantern of which one obtains a wide and noble view. This is at the narrowest point of the strait, only 3,600 yards wide. Opposite is the rock and village of Scylla, but the currents of Charybdis are no longer formidable in appearance, if they ever were. The rock of Scylla is crowned with a mediæval fortress, and a fishing village nestles at its base, on the side farthest from the promontory of Faro. The tourist may reach Scylla by steamer from Messina to San Gio-

vanni, and thence by train ; the excursion requires 30 minutes each way ; fare, 2 francs for the round trip.

The hotels of Messina are few and unpretending. The best are on the Strada Garibaldi, near the water-front ; these are the Trinacria and the Vittoria ; rates from 8 to 12 francs per day ; the Bellevue, on the Rue Garibaldi, opposite the theatre, has a lower rate. The restaurant in the Trinacria is well spoken of.

Cab-hire—short drive in town with one horse, 50 centimes ; round trip, 85 centimes ; to the railway station, 70 centimes ; round trip, 1 franc ; to the Campo Santo and return, 1 franc 60 centimes ; to the Faro and return, 6 francs 50 centimes ; by the hour, 1 franc 80 centimes for the first hour, and 1 franc 10 centimes for each additional hour ; with two horses, about twice these figures.

The bankers are Caille, Walker & Co., Strada Garibaldi ; and the money-changers are the Fratelli Grosso Co., same street.

The English church here is at No. 11, Via Seconda del Gran Priorato ; services at 11 A.M. ; also at the British Sailors' Chapel, Corso Victor Emanuel, No. 165, at 7.30 P.M.

Post and telegraph office, Via S. Camillo, near the Palazzo del Municipio, on the harbor-front.

Messina is 470 miles from Athens.

PALERMO

Palermo, the fifth city of Italy, and capital of Sicily, is finely situated on the west side of the Bay of Palermo, in latitude $38^{\circ} 6' N.$ and longitude $13^{\circ} 21' E.$ Around it lies the fertile plain of Conca d' Oro (Shell of Gold), which is covered with luxuriant vineyards and gardens, and beyond this rises a grand amphitheatre of hills. North of the city, on the right of the harbor entrance, is Monte Pellegrino, a lofty eminence somewhat resembling the Rock of Gibraltar in its heroic outline; and on the opposite side of the harbor is Monte Catalfano, a noble and commanding peak. The commerce of Palermo is very large, and the port, which is admirably protected by breakwaters, holds a great fleet of shipping from every maritime nation. The exports are fruits, sulphur, and sumach. Population, 267,000.

The ancient name of the city was Panormus, and it was originally settled by the Phœnicians. It was captured by the Romans in 254 B.C. It was taken by the Ostrogoths and Vandals in 440 A.D., and then wrested from them by Belisarius in 535; was taken by the Saracens in 830, and then became

one of their chief cities ; was captured by the Normans about 1072 ; passed to the Germans and the house of Anjou ; was the scene of the massacre of the Sicilian Vespers, in 1282, and came under the rule of Spain ; its later fortunes are those of Sicily.

The two notable buildings of Palermo are the Palatine Chapel and the Cathedral, or Church of the Annunciation ; the famous Cathedral of Monreale, around which is built a small village, is $4\frac{1}{2}$ miles from the centre of the city. The Palatine Chapel, one of the rarest gems of mediæval architecture in the world, was built before the year 1132, by King Roger II., and is attached to the Palazzo Reale, on the Piazza della Vittoria, and at the end of the Via Vittorio Emmanuel, on the southwest side of the city. It is in the Norman-Arabic style, and is an exquisite combination of precious marbles and wonderful mosaics. The best time to see the chapel is in the morning, when the light is good. From 7.30 to 11 A.M. admission is free ; at other hours a small fee is required. The interior consists of a nave with side-aisles, and is 108 feet long and 42 feet wide ; the arches separating the nave from the aisles are pointed Saracenic and are supported by ten columns of granite. At the choir entrance are several columns of great beauty and rarity, sculptured in the Arabesque and the Persian manner, trophies of foreign conquests. On the right are a pulpit and candelabrum of marble, exquisitely wrought ; the work is in the early Norman style. The walls



PALERMO—MONTE PELLEGRINO

and floors are covered with mosaics, and the general effect of the whole is one of marvellous richness and subdued splendor. A bronze door to the left of the principal entrance is of Norman workmanship, and is very curious ; it leads to the sacristy which contains, among other treasures, an antique ivory casket of Arabian workmanship.

There is very little in the Palazzo Reale to attract the attention of the visitor ; but the central tower with its pointed arches—a relic of the Norman builders—and the royal observatory, which opens from this tower, will repay a visit. Connected with the palace, also, are the ancient gates of the city ; of these the Porta Nuova, on the right, is curious and interesting.

The Cathedral, on the Piazza del Duomo, Corso Vittorio Emmanuel, was built near the close of the twelfth century, but has been so often repaired, restored, and added to, that its original character is hardly perceptible except on the east side where the black ornamentation is to be seen. The piazza of the cathedral is enclosed by a marble balustrade which is adorned with sixteen large statues of saints ; in the centre, on a triangular pedestal, is a statue of Santa Rosalia, erected in 1744. The west façade is notably good, and is connected with the archiepiscopal palace opposite, by two graceful arches ; the campanile are remarkably fine, but the addition of the dome (in 1781), detracted greatly from the harmonious beauty of the edifice. The in-

terior is effective, but not remarkably impressive, the multiplication of details being somewhat confusing to the eye. The south aisle contains the tombs of the Kings. The sarcophagi are of porphyry, admirably sculptured, and they hold the remains of crowned heads in the following order: Emperor Frederick II. (d. 1250); to the right, his father Henry VI. (d. 1197); behind and to the left, King Roger (d. 1154); to the right, his daughter Constance, wife of Henry VI.; in a niche to the left, William, son of Frederick III. of Aragon; to the right, Constance of Aragon, wife of Frederick II. In the crypt beneath the choir are the sarcophagi of many of the archbishops of Palermo; some of the early examples of Christian sculpture on these sarcophagi are highly interesting.

The Cathedral of Monreale may best be reached by cab from Palermo, although a steam tramway ascends the mountain on which the village and cathedral are built. The way thither affords a series of lovely views of the Conca d'Oro, the city, and the sparkling harbor and sea. The exterior of the cathedral is not impressive, but the interior is of grand and lofty proportions. The building is cruciform, 334 feet long and 131 feet wide; the portal is magnificently adorned with sculptures; and the bronze doors, executed in 1186, and bearing a mass of high reliefs of scriptural subjects, are deserving of much study. The pointed vaulting of the nave is supported by eighteen columns of pol-

ished granite with Corinthian capitals, and the walls of the nave and aisles are entirely covered with mosaics illustrating scenes from the Old and New Testaments. In the right transept are the tombs of William I. and William II.; and opening from the north aisle is the Chapel of the Crucifixion, containing some very fine wood-carvings. The archaic designs of the scenes in the mosaic floor of this chapel are worthy of attention. The wood-work of the choir-stalls and the exterior of the balustrade of the same, also deserve examination. The visitor should not omit the ascent to the roof of the cathedral; the panoramic view from its loftiest point is one of great beauty and extent. Adjoining the cathedral are the wonderfully beautiful cloisters of the old Benedictine monastery that once stood here, the pointed arches of which are supported by 216 columns, in pairs, with richly decorated shafts and capitals which differ from each other in design.

The Monte Pellegrino is 2,065 feet in height, and is a picturesque object, seen from any point of view in or around Palermo. A zigzag path leads to the summit of the mountain; and the lower part of the ascent may be made by a rack-and-pinion railway now in process of construction. The path is not so formidable as it looks from the lower ground, and the view from the top is one of marvellous beauty and grandeur. Below the rocky summit is the chapel of Santa Rosalia, a holy maid who lived

and died here in a grotto, in front of which is shown a statue of the saint, executed in marble, and wearing gilded robes. There is a tradition that the bones of Santa Rosalia, being carried into the city, stayed the ravages of a plague then raging.

At the base of Monte Pellegrino, on the west side, is the royal *château* of La Favorita, seldom visited by any of the royal family, and now merely a show-place. It is reached by driving through a grand park filled with trees and laid out with many charming vistas. The palazzo is designed in the Chinese style, and presents a very bizarre appearance. It is shown by the custodian, who expects a small fee. The villas of the rich and fashionable people of Palermo surround these grounds. The drive affords many interesting views of the craggy sides of the Monte Pellegrino.

In the extreme northern part of the city, on the route to Monreale, a slight divergence to the right will bring one to the old Convent of the Capuchins, in the subterranean corridors of which were formerly placed the mummified bodies of the wealthy people of Palermo. Some of these are enclosed in caskets, but many of them are exposed to view in glazed cases, or are set up like ghastly effigies along the walls. The sight, although somewhat depressing, is one of strange interest. None of the mummies is of recent instalment here, the government having prohibited further use of the catacombs, several years ago.

The National Museum, on the Via della Bara, is open daily from 10 A.M. to 3 P.M. ; admission, 1 franc. It contains a great number of interesting objects—ancient and mediæval sculptures, inscriptions, sarcophagi, bronzes, and paintings. These are Etruscan, Roman, Greek, Saracenic, and Norman, with a few objects of more modern art.

The Marina, or boulevard, on the harbor-front, is an object of local pride, and the portal at the foot of the Corso Vittorio Emmanuel, on the Marina (Porta Felice Marina), is a noble entrance to a noble thoroughfare.

The best hotel in Palermo is the Hôtel des Palmes, Via Stabile, near the English church. It is in the midst of a beautiful garden, and the table and other appointments are unexceptionable ; rates, 10 to 15 francs per day. The Trinacria, just within the Porta Felice, has a fine view of the Marina ; rates the same as the Hôtel des Palmes. The other first-class hotels are the Hôtel de la Paix, on the Via della Libertà, and the Hotel de France, opposite the Garibaldi Gardens, to the left of the Corso Vittorio ; rates from 10 to 13 francs. There are numerous cafés and trattorie, the Stella Americana and Café-Restaurant Lincoln being noted for their careful catering to Americans ; these are on the Via Vittorio Emmanuel, and have a good cuisine.

For a drive within the city walls, 60 centimes for a one-horse cab, 80 centimes for a two-horse

vehicle ; a drive within the suburbs of a half-hour, 1 franc ; for two horses, 1 franc 50 centimes ; by the hour, 1 franc 80 centimes for a one-horse cab, and 1 franc 60 centimes for each additional hour ; about fifty per cent. should be added for a two-horse vehicle.

Services every Sunday at the English Church of the Holy Cross, Via Stabile, nearly opposite the Hôtel des Palmes, at 11 A.M. and 7 P.M. Also Presbyterian service at the same hours, at No. 73, Via del Bosco.

Bankers, Ingham & Whitaker, Via Lampedusa ; Morrison & Co., Piazza Marina, and Wedekind, No. 48, Via Cintorini.

Post-office on the east side of Piazza Bologni, near the Corso Vittorio Emmanuel. Telegraph office, No. 222, Via Macqueda.

Palermo is 120 miles from Messina.

NAPLES

Naples, which is the most beautifully situated city of Europe (possibly Constantinople excepted), is in latitude $40^{\circ} 52'$ N. and longitude $14^{\circ} 15'$ E. The Bay of Naples is about 35 miles around, and the city lies on the north shore. Between Naples and the Apennines the volcano of Vesuvius rises in the midst of the campagna; and along the coast are numerous points of great historic and picturesque interest — Pompeii, Herculaneum, Ischia, Procida, Sorrento, Capri, Misenum, Pozzuoli, Baia, and many others. The city is built on the base and slopes of a series of hills which assume the general appearance of an amphitheatre enclosing a level plain. It is intersected by a grand thoroughfare, the Toledo, or Via Roma; that portion of the city which lies to the east is the more ancient; that to the west is the modern Naples, far more elegant in its architectural features and locally known as the Chiaia. The city is also divided into two unequal parts by the heights of Sant' Elmo and Capodimonte. The winter climate here is mild and agreeable; the spring winds are rather trying for persons afflicted with pulmonary complaints. Population, 532,500.

There is very little in Naples to remind one of the remote antiquity of its history ; but its traditions date back as far as 1056 B.C., when a colony of Æolians from Chalcis, in Eubœa, established themselves on a rocky eminence in the bay of Puteoli (the modern Pozzuoli), and thence extended a branch to the site of the present city. The colonists called their new home Neapolis, or New City, their first settlement at Puteoli being known as Palæopolis, or the Old City. The all-conquering Romans possessed themselves of Neapolis, B.C. 326, and the city became a favorite place of residence for the magnates of Rome. Here, Lucullus, the famous epicure, lived in the midst of his beautiful gardens ; and here Romulus Augustulus, the last Emperor of the Western Empire, died in 476 A.D. Augustus, Tiberius, Claudius, Nero, and Titus spent much time in Neapolis, and were among its most liberal patrons. The Emperor Hadrian, whose passion for building served so well to recreate Athens, frequently resided here ; and he starved himself to death at Baïæ, swearing with his last breath that he had been killed by the doctors. The city was ravaged by the Goths and Vandals ; was a part of the Byzantine Empire, but asserted its independence, and, acting under its old Greek constitution, chose its Doges, but was finally conquered (1130) by the Normans, under Roger. The Kingdom of Naples was separated from Sicily by Charles of Anjou, in 1272, and the city became



NAPLES—VICOLO DEL PALLONETTO



the capital. The kingdom was ruled by the Spanish Bourbons, with occasional stormy intervals, until the unification of Italy took place, in very recent years.

Naples has many attractions for the stranger, apart from its own lovely situation, its proximity to famous places of resort, and its delicious climate. As the American visitor is likely to use Naples as a base for excursions to other cities of Southern Italy, it may be said that the first points of interest to be visited here and in the immediate vicinity, are as follows : Pompeii, Herculaneum and Vesuvius ; the Museo Nazionale, the Aquarium, the Palazzo Reale, the Galleria Umberto, and the Cathedral of San Gennaro. Some of the places of lesser interest may be mentioned later ; those specified cannot well be omitted, unless we except the visit to Herculaneum, which is by no means so important as that to Pompeii. An English-speaking guide may be procured at any of the hotels at the rate of 6 francs per day ; these men are invaluable to persons whose time is limited ; but their services should be dispensed with when the visitor is shopping ; the trades-people usually speak enough English to enable them to deal with their patrons ; and the presence of a guide, or commissionaire, usually insures for him a prospective share in the profits of the dealer.

The National Museum is in the upper part of the city at the prolongation of the Toledo, or Via Roma,

and may be reached by tramway or omnibus from the Corso Vittorio Emmanuel. It was founded in 1790, and to the collections of paintings and antiquities then brought together here, Ferdinand I., in 1816, gave the name of the Museo Reale Borbonico. Here are the royal collections made by the Bourbons, as well as those made by the Farnese Pope, Paul III., by purchase and by legacy. The Bourbons of Naples declared these priceless collections to be their own private property, independently of the crown ; but Garibaldi, during his brief sway as Dictator, proclaimed the museum to be the property of the nation ; at the same time he declared the territory devoted to the excavations at Pompeii to be national property, and added to the annual appropriation for the prosecution of the work so that great accessions have since been made to the treasures exhumed from the buried cities. King Victor Emmanuel II. reorganized the Museum and made to it many valuable additions, gifts of patriotic Neapolitan grandees.

The National Museum contains nearly one hundred and fifty thousand objects of art and antiquity. It may be visited between the hours of 10 A.M. and 4 P.M. on week days, from November 1st to April 30th, and between the hours of 9 A.M. and 3 P.M. at other seasons of the year. On Sundays, all the year round, it is open from 10 A.M. to 1 P.M. Admission 1 franc ; catalogues, in English and other modern languages, 5 francs. Briefly, it may be said

that the sculpture of this museum has no superior in Europe ; its masterpieces are world-famous. Its collection of antiques from Pompeii, Herculaneum, Stabiæ, etc., is also unrivalled in extent and value ; and among its paintings and other works of art are many of great renown. In addition to the frescoes, marbles, and mosaics from the buried cities, the galleries contain articles of household use and of commerce, tools, weapons, ornaments, and, in short, everything not immediately perishable, which related to the daily life, manners, and customs of the inhabitants of the buried cities. Since the practice of collecting at Pompeii and Herculaneum the objects there discovered has been discontinued, all of these objects and those previously exhumed have been brought together here and arranged in the most intelligent and satisfying order. Of the works of the sculptor's art mention may be made of the Farnese Hercules, the Farnese Bull, the so-called Orestes and Electra, the Satyr and Infant Bacchus, the bust of Homer, the Farnese Juno, the colossal bust of Julius Cæsar, the winged Cupid of Praxiteles, several works by Canova, and the Farnese statue of Agrippina the Younger, mother of Nero. Four masterpieces from Pompeii are the famous Dancing Faun, Silenus, Drunken Faun, and Narcissus. The collections of gems, antique glass, and bronzes, cameos, and intaglios, Greek, Etruscan, and Oriental art treasures, are also of great interest and priceless value. The masterpieces of painting include

the names of Raphael, Andrea del Sarto, Van Dyck, Piombo, Correggio, Perugino, Salvator Rosa, Tintoretto, Caravaggio, Guido Reni, Guercino, and others of renown.

The Cathedral (dedicated to St. Januarius) is in the old part of Naples, reached by the Strada de Tribunali, begun in 1272 by Charles I. of Anjou, and finished by Robert, grandson of Charles, in 1314. It has been frequently "restored" by successive rulers, but retains its original characteristics (French-Gothic), without serious impairment. In the south aisle, third from the entrance, is the chapel of St. Januarius, the magnificence of which was realized at a cost of a million ducats, or \$1,125,000. The interior of the chapel is a mass of gold and marble, with decorations in a very high order of art, paintings by Domenichino, and magnificent carved doors. In the sacristy are numerous silver busts and costly vestments and relics. The liquefaction of the blood of St. Januarius is one of the favorite miracles of the Neapolitans. This takes place on the evening of the first Saturday of May, and on September 19th, and December 16th, between 9 and 10 A.M. Strangers may secure a good place to see the solemnity by seeing the sacristan. The fresco in the dome of the choir of the cathedral is by Domenichino; and beneath the high altar is a crypt, reached by stairs to the right, which is richly decorated, and contains the shrine and tomb of St. Januarius; a kneeling figure of the

Cardinal Carafa, who erected the chapel, in 1492, should be noted for its grace; and the decoration of the tomb is also remarkable.

The Palazzo Reale is at the lower end of the Toledo, or Via Roma, near the military port. It was built in 1600, burned in 1837, and restored in 1841. In the façade, which is 185 yards long, are niches containing statues representing the Neapolitan dynasties of the last 800 years, beginning with Roger of Normandy and ending with Victor Emanuel. The palace is open on Sundays and Thursdays, but a gentle pressure from the commissioner will sometimes open the doors on other days than these. The grand staircase of marble, decorated with statues and relief, is greatly admired. The Throne-Room, furnished in crimson velvet and gold; the superb dining-room, and the very fine collection of Sèvres, Dresden, and Meissen porcelains, are worthy of attention. In the picture-gallery are works by Titian, Guercino, and other masters. From the garden terrace a magnificent view of the bay and harbor may be seen. The visitor pays a small fee (50 centimes or so) to the porter, who conducts him to the superintendent; from this functionary he obtains permission to enter (between the hours of 10 A.M. and 12 M.); to the attendant who accompanies the party, six in number being allowed, must be paid a fee of 1 franc. From the superintendent may also be secured permits to visit the Palazzo Reale, Capodimonte, and other

royal palaces, if desired. Near the palace, and connected with it by a private entrance, is the San Carlo, one of the largest theatres of Europe.

The Royal Palazzo Capodimonte is open daily from 10 A.M. to 4 P.M. ; it is on the hill from which it takes its name, to the north of the city. It was begun in 1738 by Charles III., and completed by Ferdinand II., in 1839. The chief attraction of the spot is the beautiful gardens, from which one obtains many noble views. In the museum in the palace are valuable collections of armor, porcelains of the famed Capodimonte manufactory, and some good paintings and marbles. Near here are several elegant villas, the grounds of which are usually opened to strangers on the presentation of a visiting-card. Entrance to the Bosco, in the palace grounds, requires an additional fee of 25 or 50 centimes to the keeper.

The Villa Nazionale, in the new part of the city, near the water-front, to the westward of the Toledo, is a beautiful pleasure-ground, embellished with statues, trees, flowering shrubs, and fountains. Here are small temples built in honor of Virgil and Tasso ; and a large antique basin of granite from Salerno, near the main entrance, will attract attention. Here, too, in the middle of the villa, is the famous aquarium, probably the finest in the world. Admission, 2 francs ; catalogues, which are not absolutely necessary, 50 centimes. The guide, with the persuasion of a small gratuity to the keepers,

will secure for the visitor as much interference with the creatures in the tanks as may be required to show them to advantage. The aquarium is rich in all the lower forms of aquatic life—coral, zoophytes, etc., and the beautifully colored fishes from tropical seas are of very great interest. The institution is partly supported by stipends paid by the governments of Great Britain, Germany, Italy, Austria, Russia, and the United States, in return for special facilities extended to naturalists who are sent here to study ichthyology.

The Galleria Umberto is situated in the immediate neighborhood of the Royal Palace and the San Carlo Theatre, at the lower end of the Toledo. It was built in 1887-90, at a cost of 22,000,000 francs. Its arcades contain some of the most attractive shops and bazaars of Naples, and the loftiness of its interior, its flood of sunlight by day and electric light by night, render it one of the most novel commercial and artistic centres in Europe, although its exterior appearance is not so handsome as that of its rival, the Galleria Vittorio Emmanuel, in Milan. Its longer nave is 160 yards long, and the shorter one is 133 yards. The glass dome at the intersection of the naves is 185 feet above the level of the pavement; the naves are 16 yards wide and 125 feet high.

The Castel Nuovo, in the immediate vicinity, is worthy of a visit, provided the traveller's time is not too limited. This structure was begun in 1283.

by Charles I. of Anjou, and was added to by his successors. It was the royal residence of the kings of the Anjou and Aragon families and of the Spanish viceroys. Within the walls is a magnificent triumphal arch, erected in 1470, to commemorate the triumphal entry of Alfonso I. of Aragon, June 2, 1442. The archway is adorned with Corinthian columns of great beauty, and the work is embellished with statues, bronze gates, and a sculptured representation of the triumph of Alfonso. No admission fee is required. The inner precincts of the castle are not usually opened to visitors; but the church of Santa Barbara, within the inner enclosure, is worth a visit. The traveller will notice a cannon-ball embedded in the wall of the masonry of the left wing of the triumphal arch; it is a souvenir of the old wars.

In the extreme northern part of the city, a short distance from the Palazzo Capodimonte, are the Catacombs of Naples, consisting of four main galleries with numerous lateral passages and recesses. The oldest part of these catacombs dates from the first century of the Christian era, but additions have been excavated from time to time. Many of the bones here collected are those of victims of the fearful plagues that have so frequently ravaged Naples. The ante-chambers were used for the religious ceremonies customary on burial; but no further interments are now permitted. Admission is secured on application to the porter of the hospice

of San Gennaro, near by ; admission, 1 franc, with a small fee to the porter.

The Castel Sant' Elmo, on the heights of that name, is an interesting mediæval work, built by Robert the Wise, in 1343, and enlarged and made impregnable by his successors. At present it is used as a military prison, and special permission is required to visit it. The fortifications are hewn from the solid rock, and its walls, galleries, cisterns, and fossés are imposing in their appearance of impregnability. Within the precincts of the fortifications is the suppressed convent of the Carthusians. The building is now under the control of the Museo Nazionale ; admission, 1 franc ; hours from 10 A.M. to 4 P.M. The museum contains a good collection of paintings, silver vessels, mosaics, glass, majolicas, porcelain, ivory carvings, and sundry curiosities. Here is the gorgeous barge formerly used for royal excursions in the Bay of Naples ; also the state coach which was so conspicuous a part of municipal celebrations ; in it Garibaldi and Victor Emmanuel entered Naples in 1860. In one of the small rooms is an array of ancient banners, trophies of Neapolitan prowess and power. In another room is a curious and interesting representation of the infant Christ in the manger, surrounded by angels and the Magi ; the landscape, in which stand figures of Italian peasants clad in their national attire, is worthy of study. From the belvedere one has a grand panoramic view of Naples and vicinity.

The remarks concerning money, prices, etc., under the head of Genoa, will apply here. The bankers are Turner & Co., 64 Santa Lucia; Meuricoffre & Co., 52 Via del Municipio; Holme & Co., 2 Strada Flavio Gioia; Thos. Cook & Son, Piazza Martiri. Small silver and copper should be provided by the stranger, as the burden of making change, unless one is accompanied by a guide, is a great nuisance.

The hotels of the heights of Naples are to be preferred to those in the lower part of the city, not only on account of the better air on the elevated portions of the city, but on account of the magnificent views there to be had. The Hôtel Bristol, in the Corso Vittorio Emmanuel and the contiguous Rione Principe Amadeo, has a splendid view of the bay; rates from 11 to 14 francs per day; the Hôtel Britannique and Parker's Hôtel Tramontano, in the same locality, are much frequented by English and Americans; rates, from 8 to 12 francs per day. The West End, a little lower down on the Corso, has a good reputation and charges from 10 to 14 francs per day. In the lower part of the city is the Grand Hotel, occupying a fine location near the sea; rates, from 10 to 15 francs per day; and in the Via Nazionale, with a fine view of the park and the sea, is the Grande Bretagne; rates from 10 to 15 francs per day. There are numerous cafés and restaurants, some of them very good. The Birreria Gambrinus, in the Piazza San Ferdinando, near the San Carlo

Theatre, is the best of these ; it has a restaurant combined with its café. Visitors should bear in mind that hotel prices are lower in summer than in winter, and that on occasions of special interest, such as an eruption of Mount Vesuvius, the rush of strangers is very great and prices increase accordingly.

The cabmen of Naples are notorious for their extortionate demands and attempts at downright swindling. The legal prices for carriage hire are reasonable, and, a bargain being made and insisted upon, strangers may see the sights of Naples without great fatigue or much expense. For a two-horse carriage, for one day's excursion, the rate is 20 or 25 francs ; for a half-day, 12 to 15 francs ; a single short drive in the city, one-horse cab, is 70 centimes, or $1\frac{1}{2}$ franc per hour ; two-horse carriage, 2 francs and 20 centimes per hour, 1 franc 70 centimes for each additional hour. It is better, in all cases, to hire a vehicle for a given drive ; but the tourist who has before him a day's sight-seeing might better hire his carriage for the entire day, taking care that he pays not a penny more than the amount previously agreed upon ; but a *pour-boire* is always expected for the driver, whose reward is conditioned on his good behavior. In a pocket which hangs behind the driver's box will be found tickets bearing the number of the vehicle ; one of these should be given to the police in case of making a complaint against the driver, or if any altercation arises. Complaints may be made to the Ufficio Centrale

del Corso Pubblico, in the Municipio, first floor. The policemen known as the Guardie Municipio, who wear a dark uniform with yellow buttons, and numbers on their military caps, are specially charged with the oversight of cabmen and carriages. So expert are the thieves of Naples that special care should be taken while driving to leave no portable articles for one moment unwatched. On leaving the carriage temporarily, while sight-seeing or shopping, see to it that all such articles are in the driver's immediate care, or are taken inside with the passenger.

There are so many tramways, horse-cars, omnibuses, and other means of street conveyance, that the tourist, unless in great haste to finish his sight-seeing, may save money by availing himself of these conveniences. Boats for short excursions in the harbor may be had at the landing-places for 1 franc for the first hour and 1 ½ for each additional hour. On Sunday evenings a large steamer leaves the new wooden bridge on the Via Caracciolo for a trip around the Gulf of Naples; fare for the round trip, 1 franc; after 9.30 P.M. the fare is doubled.

The specialties of Naples are coral, lava, and tortoise-shell ornaments, copies of antique bronzes and vases, colored marbles, Neapolitan figures in terra-cotta and porcelain, wood-carving from Sorrento, and antiquities. The shopper should be prepared to give a price about 25 per cent. below that asked by the seller.

Post and telegraph office in the Piazza Gravina,

Strada Montoliveto, east of the Toledo, in the lower town ; branch offices are established in various parts of the city, at the railway station, at 45 Via Garibaldi, opposite the Museo Nazionale, and other places, to be found on application to the porter of one's hotel.

Christ Church (English) is in the Strada San Pasquale, leading out of the Riviera di Chiaia ; services at 11 A.M. and 3.15 P.M. on Sundays, and at 11 A.M. Wednesdays and Fridays and festival days ; Presbyterian (Scotch) Church, 2 Vico Cappella Vecchia, on Sundays at 11 A.M. and 3.30 P.M. ; Wesleyan Methodist, Vico Sant' Anna di Palazzo, at 11 A.M. ; Baptist, 175 Strada Foria, 11 A.M. ; Victoria Floating Bethel, in the harbor, service at 6.30 P.M.

Naples is 167 miles from Palermo and 350 miles from Genoa.

From Naples to Rome by rail is 154½ miles ; the trip is made in five and one-quarter hours by fast trains, and in eleven hours by the ordinary trains. Fare by express trains, first-class, 31 francs ; second-class, 21 francs 70 centimes ; parlor cars are run on the express, but not on the ordinary trains ; an entire compartment may be had by paying six fares ; the compartment has seats for eight persons. Fares by the ordinary trains, first-class, 28 francs 15 centimes ; second-class, 19 francs 70 centimes. The finest views are to the right of the line ; there are several stations en route where a light luncheon may be procured.

POMPEII, SORRENTO, CAPRI, ETC.

The distance from Naples to Pompeii by rail is 15 miles ; time, 50 minutes ; first-class fare for the round trip, 4 francs 50 centimes. The high road, when the dust is not too deep, gives a fine drive, but as the roads around Naples are usually very dusty, the railway trip is advised. The station at Pompeii is close by the gate which gives entrance to the exhumed remains of the ancient city. Admission, 2 francs ; guides are furnished here gratuitously ; they usually speak a little English or French. Pompeii was overwhelmed by an eruption of Mount Somma, A.D. 79. The two peaks of Somma and Vesuvius were, in fact, the vents for the same system of slumbering fires. Somma, after the eruption that destroyed Herculaneum and Pompeii, subsided utterly and has not since been in an active state. Vesuvius, separated from Somma by a deep and sickle-shaped valley, lies to the south of Somma, nearer the sea. Ashes, pumice, and bits of fractured stone from the crater covered the surface of the earth for miles around, when the eruption of 79 took place ; and these buried the city of Pompeii, an average depth of 20 feet being over

the place. During the subsequent centuries excavations were made by the ancients, who recovered many valuables ; fine marbles were taken out and utilized in the building of temples and villas. During the Middle Ages all knowledge of the site of Pompeii was lost ; in 1748 accident revealed the true location of the buried city, and excavations have been made ever since, with varying degrees of ardor. At present, the operations are carried on by the Italian Government with languor, and the work of excavating the ruins is tedious. Various guide-books are sold near the gates of Pompeii ; the best is unquestionably that of E. Neville Rolfe, "Pompeii Popular and Practical," which may be bought at any of the news-stands in Naples. With this book in hand, none need be at a loss which way to look for the chief points of interest in the ruins. But the visitor is advised not to omit seeing these :

The Forum and the Basilica ; the temples of Apollo, Jupiter, Fortuna, Augustus, and Hercules ; the houses of Diomed, Sallust, Pansa, the Faun, the Tragic Poet, Castor and Pollux, Orpheus, Fullonica, the Symposium, the Centenary and Holconius, the Stabian Baths, the Gate of Herculaneum, the temple of Isis, the two theatres, and the Street of Tombs. The small museum at the entrance is worthy of a visit, although most of the objects found in the ruins are now in the Museo Nazionale, Naples. It is intended that the finds hereafter

made shall be cared for where they are exhumed, in order that the visitor may see at least some of these articles in place as they were when the city was buried.

Herculaneum may best be visited on the way to an ascent of Vesuvius. That city was destroyed by a flow of lava, which, becoming hardened as it cooled, has made necessary excavations such as are carried on in quarries. For this reason, and on account of the darkness of the underground galleries, Herculaneum is not as much visited as Pompeii; and a day in the latter city will probably give the hurrying tourist as much information relating to the two cities as he cares to carry away.

Vesuvius, which is now about 5,000 feet above sea-level (Somma being 3,800), may best be reached by the aid of the tourists' agency of Thos. Cook & Son, that company having exclusive right to use the cable railway by which the cone is ascended. The company charge 25 francs for each person, conveying the passengers from Naples to the top of the cone and back. Persons who wish to keep by themselves or in their own private party may make arrangements for that purpose at a slightly increased rate. There are guide-offices at Pompeii and Torre Annunziata, where horses and guides may be procured; 5 francs for the guide and 5 more for the animal. This route is the cheapest; but the ascent by the path is toilsome, and, in places, very difficult. The crater and its cone present an



POMPEII—GENERAL VIEW OF CIVIL FORUM



interesting sight to the climber ; but the view from the summit, embracing as it does a grand sweep of the coast, is unquestionably the real reward for the exertion made.

An excursion may be made by railway from Naples to Pozzuoli (the ancient Puteoli), Baïæ, Misenum, and Cumæ, one day being sufficient for a visit to the chief points of interest. Fare for the round trip, to Cumæ Fusaro and return, 2 francs 90 centimes. The drive thither is a lovely one in fine weather ; the Naples ciceroni will procure a one-horse carriage for two persons and pay all gratuities, for 25 francs for the day. The sights to be seen at Pozzuoli are the Solfatara, Temple of Serapis, and Amphitheatre. The Solfatara is an oblong space in the midst of a circle of hills of pumice. It is the outlet of a volcanic disturbance which goes on beneath but never breaks forth in a violent eruption. The Amphitheatre is a series of three colonnades, resting on three rows of arches and enclosing an arena 369 feet long and 216 feet broad. It was used for gladiatorial combats in the time of the early Roman emperors. The Temple of Serapis, which is more generally believed to have been an ancient market-place, consisted of a square court enclosed by forty-eight massive columns of marble and granite, some of which in a fractured condition remain in place. In the centre was a circular temple, the pillars of which (of rare Africa marble), are now in the palace at Caserta. Baïæ

and Cumæ contain many interesting ruins of great antiquity ; and the views are very fine from the former point.

An excursion to Procida and Ischia may be had from Pozzuoli, in connection with the railway. The trip is made in one and a half hour each way ; fares, from Naples to Casamicciola (on the island of Ischia), and return, 5 francs 20 centimes ; the steamers touch at Procida *en route*. Both of these islands are rich in traditions of ancient days, and their scenery is rarely beautiful. A stop over night may be made at Casamicciola, where there is a tolerable hotel, the Hotel Pitæcusa ; at Porto d'Ischia the Grand Hotel Fasolini is the only establishment of its kind deserving mention.

By rail from Naples to Castellamare, at the base of the Sorrento peninsula, is 17 miles ; time, $\frac{3}{4}$ of an hour ; fare, 2 francs 25 centimes each way. By steamer across the bay the time is $1\frac{3}{4}$ hour ; fare, 6 francs. From Castellamare to Sorrento the drive is a pleasant one ; fare, $1\frac{1}{2}$ franc ; time, $1\frac{1}{2}$ hour. The trip across the Bay of Naples, however, is so beautiful that the traveller is advised to take that route. A night in Sorrento will enable one to visit Capri on the second day and return to Naples on the same day, or on the third day. The mail steamers from Naples to Capri touch at Sorrento, leaving the city at 9 P.M. and arriving at Sorrento $1\frac{3}{4}$ hour later. Fare from Naples to Capri 6 francs, or for the round trip 10 francs ; from Sor-



SORRENTO

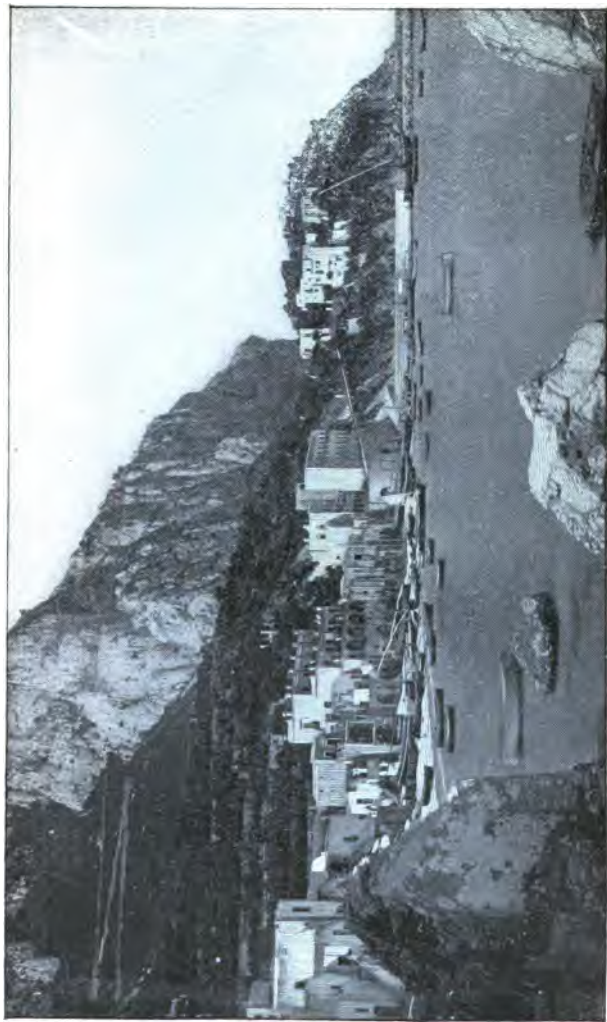


rento to Capri, 5 francs. There are several good hotels at Sorrento and Capri, but as these are apt to be full at the seasons of the year when a visit is most desirable, inquiry should be made beforehand, if the traveller proposes to stay at either place for a few days. The best hotels at Capri are the Hotel Bristol, the Grande Bretagne and the Bellevue; these are on the Marina; in the town are the Quisiana, Hôtel de France, Continental, and Busetti; there are several fairly good restaurants apart from those in these houses. The Tramontano, Tasso, and La Sirena hotels, at Sorrento, are well recommended; and the Hôtel Grande Bretagne and Hôtel Bristol are also first-class houses. The rates at all of these establishments are considerably lower than in Naples, and the accommodations are correspondingly less inviting. The prices range from 8 to 12 francs per day. Facilities for boating, bathing, donkey-riding, and visiting the famous Blue Grotto from Capri are furnished at the hotels. The visitor should bear in mind that an exact bargain should be made beforehand in all cases.

AN EXCURSION TO TUNIS

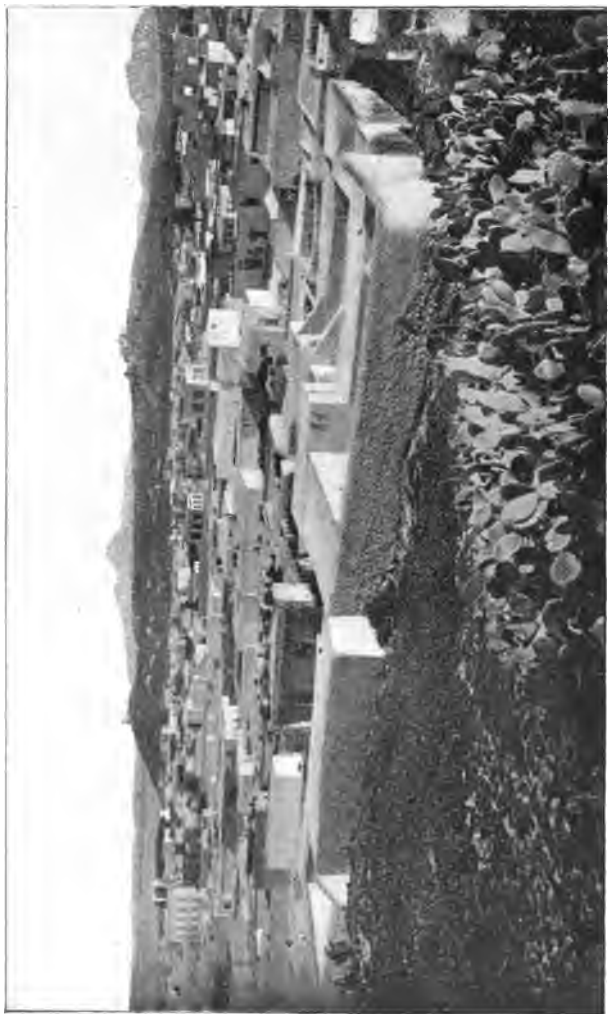
Goletta, the seaport of Tunis, may be reached by steamer from Naples, Leghorn, and Genoa, as follows : A steamer leaves Genoa every Thursday at 9 A.M., reaching Leghorn that night and leaving at midnight for Goletta. Another boat leaves Naples every Saturday at 11 A.M., and on arriving at Cagliari, passengers for Goletta change steamers (at 7 next morning), and arrive at Goletta Monday noon. A steamer leaves Marseilles for Goletta direct every Monday, Wednesday, and Friday, at 5 P.M. Algiers, Oran, and Constantine may be reached by rail from Tunis.

The state of Tunis is under the protectorate of France ; the ruler, the Bey, is merely a figure-head, the government being administered by French officials. French influence is as supreme and general here as in Algeria. La Goulette, or Goletta, the seaport of the capital, is a village of about 3,600 people, situated on an open roadstead at the head of the Gulf of Tunis : it contains the palace of the Bey, the custom-house, and the arsenal. Goletta is famous for its baths, many of which are scattered along the shore and afford admirable facilities for



CAPRI—THE MARINA GRANDE

TUNIS





sea-bathing. The climate here is agreeable, even in summer, and the French residents of Tunis frequent it when the heat of the capital is unendurable. Tunis is situated at the head of a salt lagoon which is connected with the Gulf by a canal at Goletta ; it is reached from the port by rail, by carriage, and by boats across the lagoon, the first-named route being preferable. The city has about 150,000 inhabitants, of a motley character—Italians, Maltese, Greeks, French, Moors, Arabs, Turks, Berbers, and Nubians, in the order named, with about one-fifth of the whole number who are native Jews. The city is walled and is divided into quarters occupied by the respective nationalities named above, the Europeans living at the southeast end of the town, which has a modern aspect and good streets.

The seat of government is the Castle of Bardo, two miles northwest of Tunis, permission to visit which can be obtained through the consulate of the visitor. The Grand Bazaar is a maze of lanes in which the dealers of the various wares sold are grouped together, so that comparison of prices is easy. The goods sold are silks in great variety, perfumes and essences of rare quality, jewelry, ancient coins, native costumes, arms, inlaid work, and carpets. The usual rules regulating the bearing of all purchasers in oriental countries should be observed here : avoid runners ; be patient in bargaining, and expect to pay one-fourth of the price at first asked.

The native money need not be studied ; French coins are actively current. The Tunisian piastre is exchangeable at the rate of $1\frac{1}{2}$ piastre for 1 franc.

There is not much to interest a stranger in the city outside of the Grand Bazaar ; but oriental life may be observed with amusement in the central square, or *Halfa-ouine*, where the people of the city do chiefly congregate ; and as Tunis is the centre of the caravan trade of Northern Africa, the gates afford one a good point from which to observe the life and movement of these peculiar means of commercial travel. The Bardo is open from 9 to 11 A.M. and from 3 to 5 P.M. every day. The building is an interesting example of Moorish work, and from the balcony a fine view is obtained ; admission, 1 franc.

The ruins of ancient Carthage are of course the chief attraction to the tourist in Tunis. An entire day is required for the excursion ; luncheon should be taken from the hotel. At the Roman Catholic mission station, at the end of the line, visitors will find plans of the ruins, photographs, etc., which are useful in exploring the site of ancient Carthage. The city was founded by a Phœnician colony, 852 B.C. It was destroyed by the Romans (B.C. 146), after centuries of rivalry and war. It was subsequently colonized by Caius Gracchus and rebuilt by Augustus. It became the centre of Latin Christianity on the coast of the Mediterranean, and a fierce desire to root out paganism at that time caused the destruction of some of its most splendid

temples and monuments. After the invasions of the Saracens, A.D. 697, Carthage sunk to a condition of abandonment and ruin. Its stones were carried off to build Tunis, and valuable relics of its ancient grandeur were taken to enrich the museums of Europe.

The sights of Carthage are the Chapel of St. Louis (erected in memory of Louis IX., the Sainted, who died here); the ruins of the Palace of Dido, Temple of Æsculapius and Forum; the amphitheatre, the circus, the theatre, and the Christian basilica. The ancient cisterns, still capable of holding water, constructed by the Phœnicians, are also highly interesting. The visitor to these melancholy ruins should not fail to ascend the lighthouse at the extremity of the cape; a grand and comprehensive view may be obtained from there. Another fine view may be had from the summit of *Djebel Khaoui*, the ancient necropolis of Carthage, which is covered with the ruins of numerous Punic tombs. The excursion to Utica, where Cato the Younger committed suicide after the overthrow of Pompey, occupies an entire day; it hardly repays the time and fatigue involved.

American visitors to Tunis will remember that John Howard Payne, author of "Home, Sweet Home," died here while United States Consul, April 10, 1852, and was buried in the English cemetery, where the monument tardily erected by "his grateful country" may still be seen. The

body of the poet was transported to the United States, in 1883, and re-interred in Georgetown, D. C., at the expense of W. W. Corcoran.

The two best hotels in Tunis are the Grand and the Hôtel de Paris, both under the same management ; rates from 13 to 11½ francs per day.

Cabs are 15 francs per day inside the walls, or 1 franc 80 centimes, by the hour ; outside the walls, 2 francs 40 centimes by the hour ; two-horse carriages, 20 francs per day in the town, or 2 francs 40 centimes by the hour ; outside of the walls, 3 francs by the hour. Special bargains may be made for excursions, etc., at the hotel, or at the Piazza Carthagène, near the Carthage Gate.

The French post-office is on the Avenue de France, near the Place de la Bourse ; the Italian (*poste restante* for all letters from Italy) is on the Rue des Glacières.

Services every Sunday at 10 A.M. in the English church of St. Augustine.

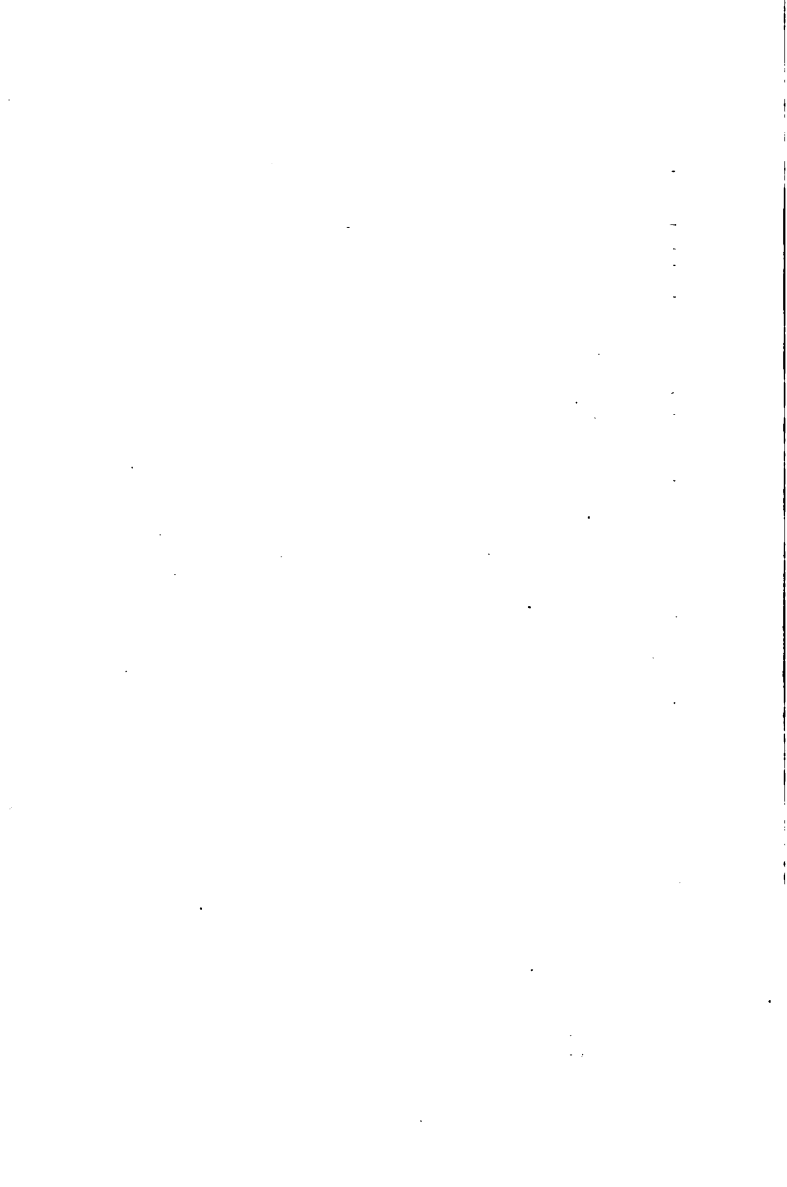
AMERICAN CONSULS AND CONSULATES

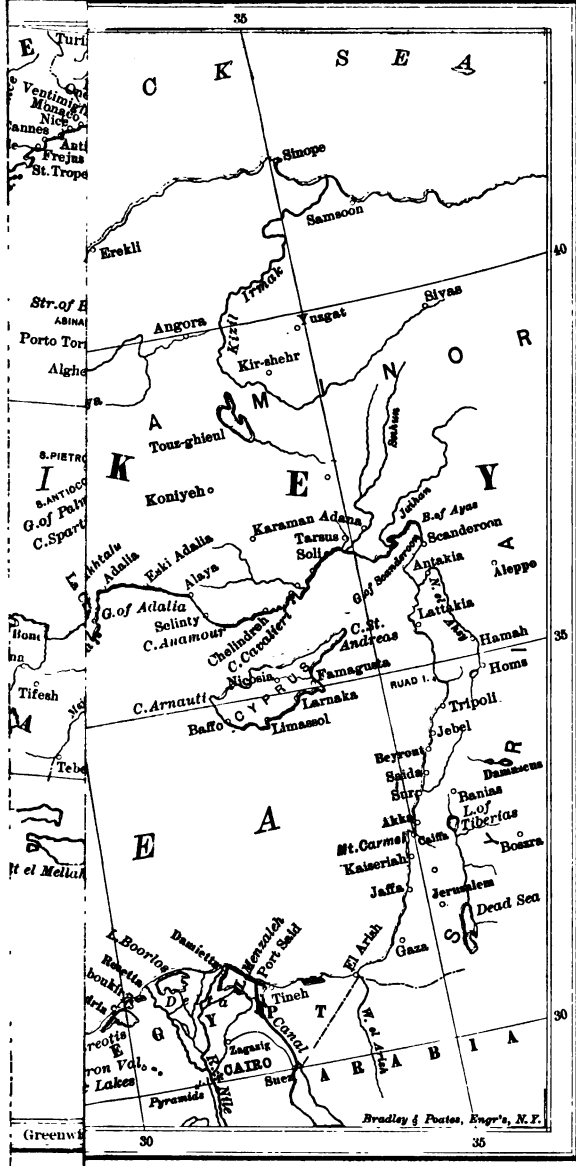
Consular Offices.	Consular Officers.	Rank.
Alexandria, Egypt	James Hewat	Consular agent.
Algiers, Algeria, Africa.	Charles T. Grellet	Consul.
" "	Victor A. Grellet	Vice- and dep. con.
Athens, Greece	Eben Alexander	Consul-general.
" "	George Horton	Consul.
" "	Arthur C. McDowall	Vice-consul.
Cairo, Egypt	Frederic C. Penfield.	Agt. and con.-gen.
" "	Horace Lee Washington.	Vice- and deputy consul-general.
Constantinople, Turkey.	Luther Short	Consul-general.
" "	William Albert	Vice-consul-gen'l.
Fayal, Azores.	Colin C. Manning.	Consul.
" "	Moyses Benarus.	Vice- and dep. con.
Funchal, Madeira.	Thomas C. Jones	Consul.
" "	William J. G. Reid.	Vice- and dep. con.
Genoa, Italy	James Fletcher	Consul.
" "	Frederico Scerni	Vice-consul.
Gibraltar, Spain	Horatio J. Sprague.	Consul.
" "	Richard Louis Sprague.	Vice- and dep. con.
Jerusalem, Syria.	Edwin S. Wallace	Consul.
" "	Herbert E. Clark	Vice-consul.
Malta, Malta Island	Daniel C. Kennedy	Consul.
" "	Joseph F. Balbi	Vice-Consul.
Messina, Italy	Charles M. Caughy	Consul.
" "	Letterio Pirrone	Vice- and dep. con.
Naples, Italy	Frank A. Dean	Consul.
" "	Jonathan Dean	Vice- and dep. con.
Nice, France	Wilburn B. Hall	Consul.
" "	Alexander Vial.	Vice-consul.
Palermo, Italy	William H. Seymour	Consul.
" "	Felix Pirandello	Vice-consul.
Smyrna, Turkey	James H. Madden	Consul.
" "	Ezra J. Davee	Vice-consul.
*St. Michaels, Azores...	William W. Nicholls	Consular agent.
Tangier, Morocco	J. Judson Barclay	Consul-general.
" "	J. J. Barclay, Jr.	Vice-consul-gen'l.
† Yafa, Syria	E. Hardegg	Consular agent.

The American Minister to the Sublime Porte, Mr. A. W. Terrell, resides in Constantinople. The American Minister to Greece, Mr. E. Alexander, resides in Athens. These are the only diplomatic representatives of the United States living permanently at the ports named in this handbook. The Consul-General of the United States at Cairo, however, exercises certain diplomatic functions.

* Consulate nearest to Ponta Delgada, Azores.

† Ancient Joppa ; modern Jaffa.





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